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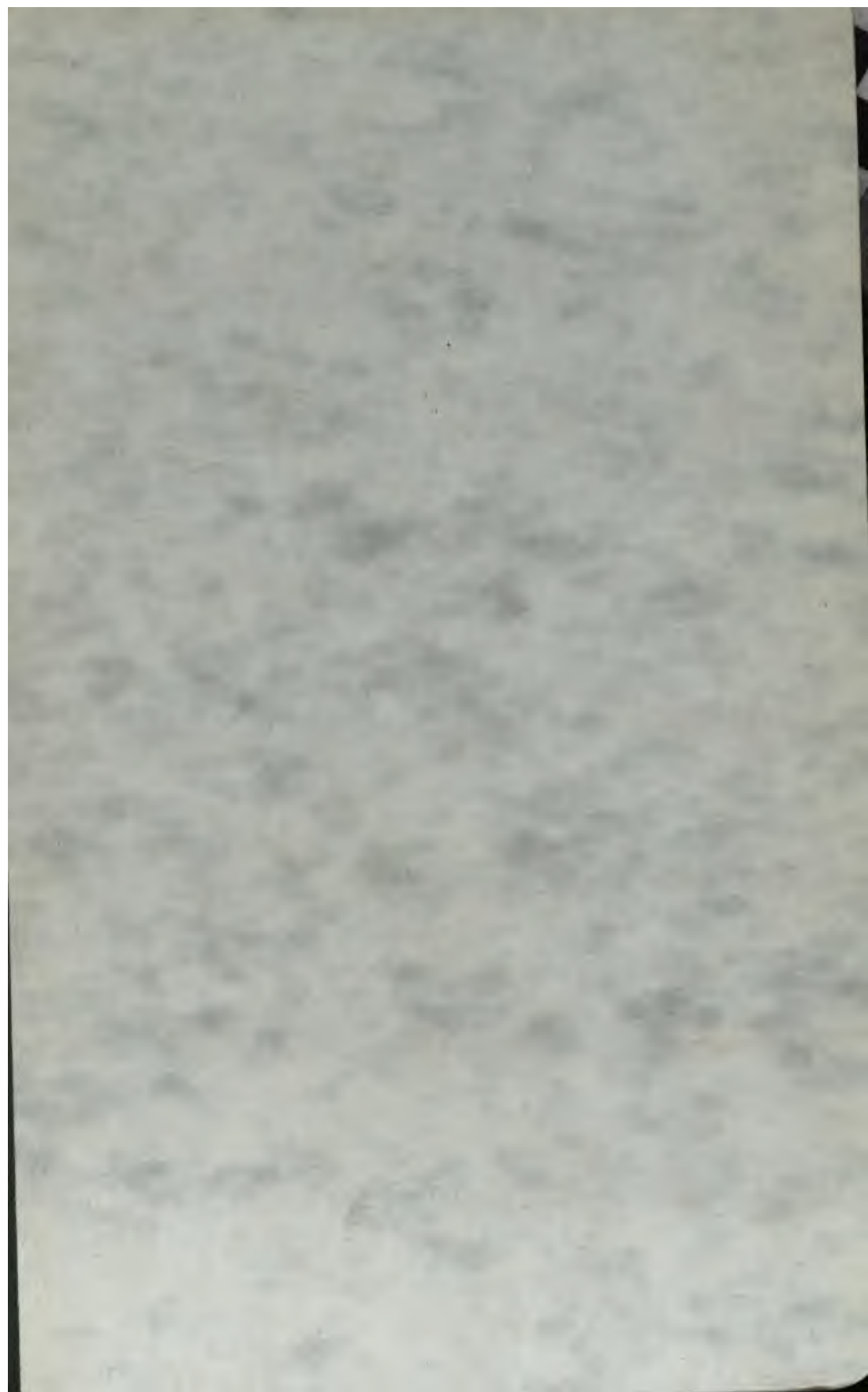
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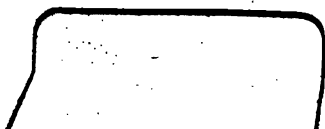
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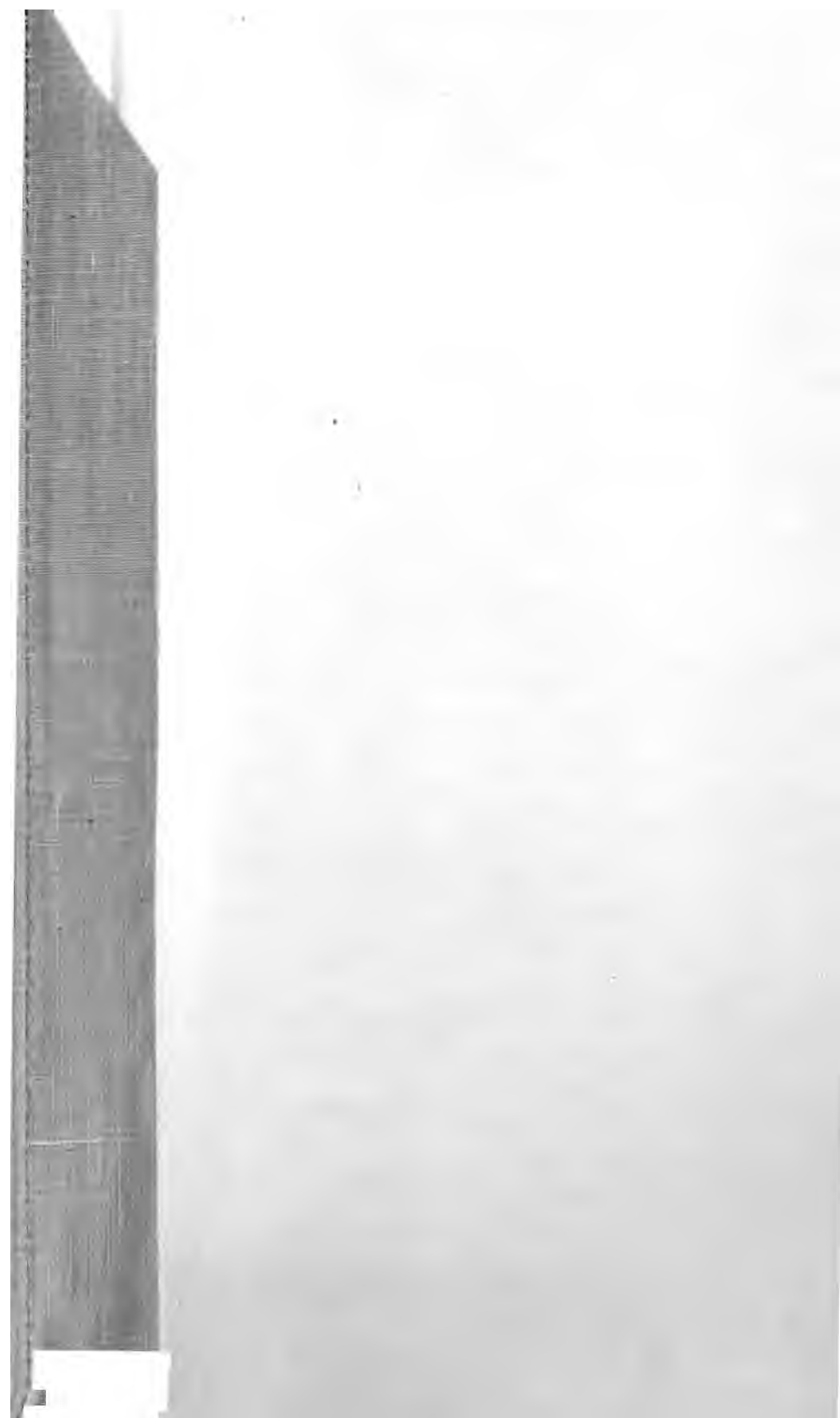
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CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

JANUARY.

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1908.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

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DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions

CENTRAL ASSOCIATION.

J. W. MULHERN, President.
 R. S. QUIGLEY, 1st Vice-President.
 D. S. SUTHERLAND, 2d Vice-President.
 O. G. FETTER, General Secretary-Treasurer.

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W. B. WOOD.....	"	Columbus "
T. B. FOGG.....	"	Toledo "
S. M. RUSSELL.....	"	Peoria "
W. C. DOWNING.....	"	St. Louis "
J. P. CUMMINGS.....	"	Kansas City "
B. W. TAYLOR.....	"	Louisville "
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F. E. NICOLS.....	"	Omaha "
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JULIUS ROTHSCHILD.....	"	St. Louis "
J. H. ASHLEY.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
E. S. MAXWELL.....	"	Detroit "
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JULIUS ROTHSCHILD.....	"	St. Louis "
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J. C. LOOMIS.....	"	Louisville "
E. S. MAXWELL.....	"	Detroit "
W. E. BACKENSTO.....	"	Denver "
J. O. LINTON.....	"	Omaha "

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers,
Cincinnati Division, was held in Room 10, Carew Building,
Cincinnati, Ohio, Tuesday, Jan. 14th, 1908.

The representation was as follows:

B. & O. R. R.....	G. F. Malone.....	A. S. C. S.
B. & O. S.-W. R. R.....	J. C. Hagerty	Superintendent.
B. & O. S.-W. R. R.....	C. E. Pieriet	Chief Clerk.
C., C. & L. R. R.....	W. B. Allen	Trainmaster.
C. & O. Ry.	Not represented.	
C., H. & D. Ry.....	G. H. Waldo	Supt. Car Service.
C., H. & D. Ry.....	T. A. Sweeney	Superintendent.
Cin'ti Nor. R. R.....	Not represented.	
C., N. O. & T. P. Ry.....	C. E. Rickey	Superintendent.
C. & M. V. R. R.....	W. T. Wolff	Special Agent.
C., C., C. & St. L. Ry....	F. M. Lawler	D. M. M.
L. & E. Ry.....	Not represented.	
L. & N. R. R.....	Brent Arnold	Superintendent.
N. & W. Ry.	G. P. Johnson	Gen'l Supt.
N. & W. Ry.	Alex. Kearney	A. S. M. P.
P., C., C. & St. L. Ry....	R. C. Barnard	Superintendent.

The meeting was called to order by President Tomlinson at 11 a. m.

The minutes of the previous meeting were approved as printed.

Rule 7, Cincinnati Switching Reclaim Rules—Interpretation of.

This subject was considered at the request of the B. & O. S.-W., which road was not represented at the meeting on October 8, 1907. Mr. Hagerty stated that he was of the opinion that two reclaims should be allowed in certain cases, one under Rule 5 and the other under Rule 7, and asked for reconsideration of action taken at meeting of October 8, 1907. By unanimous consent the matter was reopened for discussion.

Mr. Arnold

Moved, That action taken by this Association at meeting October 8, 1907, to the effect that it would not be equitable to make two reclaims, one under Rule 5 and the other under Rule 7, on the same car, be reaffirmed.

The above motion was duly seconded and carried.

Change in Name of Cincinnati Car Service Association.

Mr. Wolff called attention to action taken at November meeting, providing for a change in the name of the Cincinnati Car Service Association to the "Cincinnati Car Demurrage Bureau," and asked for a reconsideration of said action. Consent to a reconsideration was granted, and Mr. Wolff

Moved, That the action taken at meeting of this Association on November 12, 1907, which provided that the name of the "Cincinnati Car Service Association" be changed to read "Cincinnati Car Demurrage Bureau," effective February 1, 1908, be, and the same is hereby rescinded.

The above motion was duly seconded and carried.

Decisions of Interstate Commerce Commission in Car Service Cases.

Mr. Hagerty, in a letter to Mr. Fetter, had suggested the propriety of issuing a circular for distribution to shippers, quoting decisions of the Interstate Commerce Commission in car service cases, in order that there might be a better understanding on the shippers' part as to the respective rights and duties of themselves and carriers under the present laws. It was pointed out that these decisions were being added to from time to time, and, although the original expense of issuing this information might not be considerable, it might prove an expensive precedent, and possibly of little value in educating shippers. By full consent the subject was tabled.

Revision of Tariff for Transferring Freight.

Attention was called to the action of the Cincinnati Local Freight Agents' Association, who had, through a committee, drawn up a revision of Tariff No. 1, for Transferring Carload Freight at Cincinnati, adopted by this association January 11, 1892. The Local Freight Agents' Association, at their meeting on January 8, 1908, adopted the report of their committee, and ordered same transmitted to the Central Association, with the recommendation that the tariff be revised in accordance with the views of their committee. It was

Moved, That Tariff No. 1, for Transferring Carload Freight at Cincinnati, be revised in accordance with the draft transmitted with the recommendation of the Local Freight Agents' Association of January 8, 1908, the revised tariff to be in effect on and after February 1, 1908.

The above motion was duly seconded and carried.

Loaded Cars in Leaking Condition.

The Secretary called attention to a letter from Mr. Cavanagh, of the C., C., C. & St. L. Ry., addressed to the Secretary of the Columbus Division, and which had been, at Mr. Berry's request, transmitted by Mr. Fetter to all divisions, reading as follows:

With all due respect to the action of the Columbus Division, November 15, 1905, I still think that this is a matter that should be handled the same by all lines, and everybody interested be instructed so as to avoid any chance of unnecessary loss of freight caused by leakage; and also unnecessary switching of cars back and forth loaded with liquors. The agreement is best covered by Rule 41 of the St. Louis Interchange Rules, which reads as follows:

"When a shipment of liquids is received in a leaky condition, immediate action by 'phone, to be confirmed in writing, shall be given the delivering line, and the receiving line shall at once take measures to stop such leakage, making transfer, if necessary, and ascertaining, by weighing, amount of loss up to such time; the party at fault to be responsible for any expense incurred under this clause."

Attention was called to the recommendations of a committee of this Association which were tabled at meeting on December 17, 1907, and it was

Moved, That the original committee, D. J. Durrell, Chairman, T. A. Sweeney and C. E. Rickey, be reappointed, and the subject of loaded cars in leaking condition again referred to them, with instructions to draw up a rule to cover equipment in this condition; and it is recommended to the committee that in this connection they take into consideration the points raised in Mr. Cavanagh's communication.

The above motion was duly seconded and carried.

Reduction in Joint Car Inspection Force.

Attention was called to the fact that, since this subject was last up before the Standing Committee on Joint Car Inspection, on December 17, 1907, there had been a further decrease in the volume of business handled through the Cincinnati terminals, and with a view to decreasing expenses, it was

Moved, That the Joint Car Inspection force be reduced by the dismissal of one man at once; and that the Standing Committee on Joint Car Inspection be empowered to restore the man to his place when, in their judgment, he is needed.

The above motion was duly seconded and carried.

Election of Standing Auditing Committee.

The present Standing Auditing Committee was reelected. The composition of the committee is as follows:

P., C. & St. L. Ry., Chairman; C., C. & St. L. Ry. and C., N. O. & T. P. Ry.

Election of Per Diem Committee.

The present committee was reelected, the membership being as follows:

Mr. W. T. Wolff, Chairman, Special Agent P., C. & St. L. Ry.; Mr. E. C. Tomlinson, Car Accountant, C., N. O. & T. P. Ry., and Mr. G. H. Waldo, Superintendent Car Service, C., H. & D. Ry.

Election of Standing Committee on Joint Car Inspection.

The present committee was reelected, the membership being as follows:

Mr. F. M. Lawler, Chairman, D. M. M., C., C., C. & St. L. Ry.; Mr. T. A. Sweeney, Superintendent, C., H. & D. Ry.; Mr. P. H. Reeves, M. M., B. & O. S.-W. R. R.; Mr. E. P. Goodwin, General Superintendent, C. & O. Ry.; Mr. C. E. Rickey, Superintendent, C., N. O. & T. P. Ry.; Mr. D. J. Durrell, General Foreman, P., C., C. & St. L. Ry., and Wm. Adair, M. M., L. & N. R. R.

Election of Executive Committee.

The present committee was reelected, the membership being:

Mr. Brent Arnold, Chairman, Superintendent, L. & N. R. R.; Mr. R. C. Barnard, Superintendent, P., C., C. & St. L. Ry., and Mr. E. P. Goodwin, General Superintendent, C. & O. Ry.

The meeting adjourned at 12:30 p. m.

E. C. TOMLINSON,

President.

O. G. FETTER,

Secretary.

Executive Committee.

The Executive Committee of the Central Association of Railroad Officers met at the office of the General Secretary, Room 10, Carew Building, Cincinnati, Ohio, January 20, 1908, 11:00 a. m., and transacted the following business pertaining to holding the annual meeting for the year 1908:

The representation was as follows:

Cincinnati Div....E. P. Goodwin, Gen. Supt. C. & O. Ry.
Peoria Div.....W. J. Davis, Supt. L. E. & W.
St. Louis Div.....Chas. Burlingame, Supt. Wiggins Ferry Co.
Kansas City Div...Not represented.
Detroit Div.....Not represented.

The meeting was called to order by Mr. J. W. Mulhern, President of the Association. He stated that Mr. Sutherland, appointed as the representative of the Detroit Division on the Committee, was unable to be present on account of illness. He also read a telegram from Mr. C. E. Carson, of the Kansas City Division, stating that he regretted his inability to attend.

Manner of Assigning Subjects for Discussion.

The President read the following letter from the St. Louis Division:

The communication from General Secretary Fetter, which was referred to the Executive Committee at the last meeting of our Association, has been carefully considered by your Committee, and we disagree with the resolution passed at the annual meeting in Detroit, and believe so far as our Association is concerned, it would be best to call for some volunteer who would be willing to prepare a paper on some subject to forward to the General Secretary ninety days previous to the next annual meeting, so same can be printed and distributed among the local divisions.

We do not believe that the Executive Committee ought to assign the subjects to the individual local divisions, since it would take up too much time of some Committee or some member of our Association in preparing the paper on the particular subject specified, whereas we believe if the subject is left open and volunteers are asked for, that we can find one among our numbers who will furnish a paper for the annual meeting on a subject of his own choosing. Therefore, recommend that Mr. Fetter be advised along these lines, so in case it is satisfactory to the Executive Committee, arrangements can be made to have a paper prepared, providing, of course, someone can be found

who is ready to prepare such, and that we will, after this is done, advise the Executive Committee through the General Secretary what the subject of our paper will be.

The subject was discussed at some length, and it was pointed out that the Executive Committee had no choice in the matter, but would have to carry out the instructions of the Association agreed upon at the last annual meeting.

The General Secretary was instructed to advise the St. Louis Division that the Executive Committee could not deviate from the rule laid down at the annual meeting, but that the Committee would be delighted to have any volunteer from the St. Louis Division, or any other Division, if they felt so disposed, to prepare a paper upon any subject of his own selection, and in lieu of the subject assigned to his local Division; that the paper should be in the hands of the General Secretary at least ninety days before the date of the annual meeting, so that it could be printed and distributed among the local Divisions, and that any paper so prepared would be placed on the docket for discussion at the annual meeting.

Assignment of Subjects to Divisions.

In the assignment of subjects to Divisions the Committee decided that it would be the better course to wherever possible give each Division one of the subjects suggested by it. The subjects were assigned as follows:

Cincinnati—Uniformity of practice at all large terminals.

Indianapolis—The handling of through freight in designated trains.

Columbus—The handling of cars through terminal yards.
A B C Rules for handling trains.

Toledo—Inefficiency of present railway labor.

Denver—How best to facilitate handling of carload freight

at junction points, cars being transferred from one road to another with delivery of waybill or other data necessary to forwarding.

Peoria—How can we increase the earning capacity of our freight cars?

St. Louis—Payment to clerks, platform laborers, car repairers and others on piece work or tonnage basis; is such a method more economical, and is better service secured than by payment on monthly or hourly basis?

Kansas City—Who is responsible for damages when engine goes onto foreign lines' tracks, either in switching service or detour movement; which road is responsible for accident caused by defective track, by defective equipment, by negligence of employes, either solely or jointly?

Louisville—Regular billing accompanying or in advance of traffic.

Detroit—Selection, training and advancement of employees.

Omaha—Carding system at junction points for classifying cars for outbound movement in order that they may be properly built up in station order in trains.

Unassigned Subjects.

It was agreed that such other subjects as had been suggested and not assigned to the different Divisions should be placed on the docket and taken up for discussion at the pleasure of the annual meeting. The list follows:

The future of railroads of the United States.

Economy in use of supplies at stations and on trains.

Cost of switching on terminals.

Settlement for car hire on junction interchange balances, instead of on per diem for each individual case.

Place of Holding the Annual Meeting.

When this matter came up, Mr. W. J. Davis was recognized by the Chair and stated:

I would like to say that the Peoria Division has instructed me to invite the Association to hold their annual meeting in that city. Peoria has never had the convention to my knowledge, and all the railroads centering there, eleven roads, are very desirous of having the convention; not only the railroads, but the city as well. The Mayor and all the commercial bodies have made a special request that we meet in Peoria, and promise they will give us a grand, good time. The Secretary of the Promotion Club came to me and stated that they would provide special entertainment, that I imagine will be very agreeable.

Peoria, Ill., was chosen as the place of meeting for the year 1908 without dissent.

Time of Holding the Annual Meeting.

It was agreed that the meeting should be held on the 14th, 15th and 16th of October.

Appointment of Committee to Make Arrangements for the Annual Meeting and Entertainment.

The General Secretary was instructed to advise the Peoria Division they were appointed as a Committee on Entertainment and arrangements for annual meeting, and ask that he be furnished with such information as they desired sent to the different Divisions.

The meeting adjourned at 12:45 p. m.

J. W. MULHERN,
President.

O. G. FETTER,
Gen'l Secy.

INDIANAPOLIS DIVISION.

**The Regular Meeting of the Indianapolis Division of the Central Association of
Railroad Officers was held in Indianapolis Union Station, 2 o'clock
p. m., Monday, Jan. 6, 1908.**

Meeting called to order by President J. M. Scott. The following named members responded to the roll call:

C., C., C. & St. L. Ry.....	J. R. Cavanagh.....	Supt. Frt. Trans.
P. & E. R. R.	R. R. Harris	Car Accountant.
C. H. & D. Ry.....	J. M. Scott	Superintendent.
C. H. & D. Ry.....	G. H. Waldo	Supt. Car Service.
C., I. & L. Ry.....	A. J. O'Reilly	Gen'l Agent.
Indpls. U. Ry.	A. A. Zion.....	Superintendent.
Indpls. U. Ry.	J. E. Merion	Auditor.
Indpls. U. Ry.	L. Pfafflin	Master Mechanic.
L. E. & W. Ry.	M. P. Deniston.....	Superintendent.
Vandalia R. R.	H. B. Reynolds	Trainmaster.
P., C., C. & St. L. Ry.....	H. B. Reynolds	Trainmaster.
Indpls. Sou. R. R.	Not represented.	

The minutes of the last meeting were approved.

On motion of Mr. Zion the rules were suspended, in order

that Mr. L. Pfafflin, Master Mechanic, of the Indianapolis Union Railway Company, could be elected a member of the Association. On presentation of his name Mr. Pfafflin was unanimously elected.

While the rules were suspended the meeting went into the
Election of Officers.

Mr. J. M. Scott was nominated for reelection as President. On motion, the Secretary was directed to cast the unanimous vote for Mr. Scott.

Mr. H. B. Reynolds was elected Vice-President.

The election of the Secretary-Treasurer was postponed until the February meeting.

Before taking up the regular program, the President re-appointed the following members to serve on the regular committees:

Executive Committee—M. P. Deniston, Chairman. H. B. Reynolds, A. A. Zion.

Per Diem Committee—J. R. Cavanagh, Chairman. H. G. Sleight, W. T. Wolff.

Standing Committee on Interchange Agreements—H. B. Reynolds, Chairman, L. W. Baldwin, A. A. Zion, A. J. O'Reilly, D. F. Schaff.

Unfinished Business.

Proposed charge of \$2.00 to be made on all cars reconsigned at Indianapolis.

Pursuant with instructions issued at the regular meeting held Monday, October 7, 1907, the Secretary sent out the following communication:

On account of the numerous loaded cars being held for reconsigning, resulting in loss of track-room, in-

creased switching and corresponding expense, it was urged that definite action should be taken with view of relieving the situation at Indianapolis. After a general discussion, the following motion was offered:

Whereas, The large volume of traffic now being handled by the Indianapolis lines necessitates action which will eliminate, so far as possible, all unnecessary switching of cars; and, in order to give shippers prompt and efficient service, and at the same time relieve the yards of congestion, we consider it highly important to have the instructions showing final disposition of all cars to be reconsigned to be in the hands of local freight agents prior to the arrival of the cars. And

Whereas, When reconsigning orders are not in possession of the local freight agents prior to arrival of cars, and it is necessary to place cars on "hold tracks," awaiting reconsigning orders, including cars placed for unloading, and reconsigning orders are issued afterward, all such cars so handled are considered by this Association as a reconsignment, and will be subject to a charge of \$2.00 per each reconsignment.

Therefore, be it Resolved, That it is the sense of this Association that the desired results can be best accomplished by means of the reconsigning charge, as above set forth, and that it be made effective January 1, 1908.

Be it Further Resolved, That the Secretary refer a copy of this resolution to each Superintendent, with request that the question be submitted to their respective traffic departments or proper official; the respective superintendent to ascertain and advise the Secretary if arrangements will be made to have the resolution become operative at Indianapolis on the date named.

Will you kindly take the matter up with the

proper official of your company, and advise the undersigned as to what attitude will be taken, and whether or not your company will arrange to have the resolution become operative January 1, 1908, as provided?

Will you be good enough to let me have your reply not later than Saturday, November 2, 1907, in order to submit the letter ballot at the November meeting, Monday, November 4, 1907?

Yours truly,

(Signed) G. B. Staats, Sec'y.

Owing to diversity of opinion shown in answers received, particularly the attitude taken by the traffic departments of some of the roads, it was decided, after considerable discussion, that it was not expedient to take further action at this meeting, inasmuch as there were no immediate prospects of making the proposed rule uniform on all the roads.

The question was disposed of by the adoption of the following:

Resolved, That it is the general opinion of this Association that this is a traffic matter, and that the papers be laid on the table for the present. However, it is to be understood that the Indianapolis Division goes on record as advocating and desiring the \$2.00 charge for reconsigning cars be made to apply to **grain** as well as all other commodities.

The Secretary was requested to forward a copy of this resolution to the Indianapolis Freight Committee.

Committee Reports.

Cars Delayed, Waiting for Billing Instructions.

Chairman Reynolds, of the Standing Committee on Interchange, to whom this subject was referred at the November meeting, submitted a verbal report to the effect that, in re-

sponse to inquiries sent to each of the local freight agents, the majority reported that they could not determine, from their records, the number of cars delayed due to waiting for proper billing instructions—that it would be necessary to make special record of all such cars in order to furnish the desired information.

The Secretary read the communication sent to agents, including the various replies thereto.

It was the sense of the meeting that the number of detentions to cars due to this cause was not great enough to call for any special action on the part of the Association at this time; that it was not expedient to pass a rule refusing to accept a car unless accompanied by complete billing instructions, as such action would thwart one of the chief purposes of transportation; i. e., "Keep the wheels moving." On the contrary, the cars should be accepted, and special effort made by telephone or telegraph to secure proper billing.

New Business.

Switching at plant of E. C. Atkins—delay and extra expense incurred.

The Secretary submitted the following:

Mr. G. B. Staats,

Secretary Central Association of Railroad Officers,
Indianapolis, Indiana.

Dear Sir: I would like to have the matter of switching at Atkins brought up at the next meeting in an endeavor to arrange some plan in which the work can be done without so much delay to our engines. The I. U. Ry. has restricted us in using this track, except between 12:00 o'clock midnight and 5:00 a. m. This company is working but one engine at night-time, and we are obliged to go to Atkins at 1:00 a. m., and do that work first, in order to get to the Belt for our morning work. We frequently find several other engines there; in con-

sequence, work that should be done in thirty minutes takes several hours' switching and awaiting opportunity to get into the track.

Mr. Zion suggests that our yardmasters call up the night yardmaster of Union tracks before going to Atkins, but I cannot see that this will in any way prevent delay to our engines. As I understand it, this is a difficult track to work in, and that each engine, before placing their cars, must switch out empties in order to place the loads. We are not allowed to do any switching on Union tracks that might delay westbound traffic.

I would suggest that this matter be referred to a committee, with Mr. Reynolds as Chairman, to be looked into, and a plan suggested at the next meeting to overcome these delays as much as possible.

Yours truly,
(Signed) M. P. Deniston,
Sup't L. E. & W. R. R.

Mr. Zion stated that he noticed this subject in the call for this meeting, and had taken the trouble to look into the situation, and read the following papers:

Indpls., Jan. 2, 1908.

Mr. C. P. Jackson,
General Yardmaster.

Dear Sir: Please arrange with the switch-tender in charge of E. C. Atkins' Switch to keep account, and make a report showing delays sustained by engine and crews of different roads in doing their switching at the Atkins Yard account one crew having to wait until another has completed their work.

Begin these reports to-night, and keep them up to and including Sunday night, then let me have the report early Monday morning, the 6th inst.

Very respectfully,
(Signed) A. A. Zion,
Superintendent.
Indpls., Jan. 6, 1908,

Mr. A. A. Zion,
Superintendent.

Dear Sir: Referring to attached, relative to delays to different roads while doing work in E. C. Atkins' Switch: On January 2d there was no one in that track; on January 3d Vandalia engine was delayed five (5) minutes on account of P. H. engine No. 8553 doing their work; on January 4th and 5th there were no engines in Atkins' Switch.

This giving a record from January 2d to January 6th, 6:00 a. m.

Yours respectfully,
(Signed) Chas. Jackson, G. Y. M.

Mr. Zion further called attention to the fact that the City Ordinance prohibited switching on this track excepting between the hours of 12:00 o'clock midnight and 5:00 a. m., and that there seemed to be no remedy but that each road would be compelled to take its chances. Attention was also called to similar conditions existing at other plants in that territory. With view of ascertaining the exact conditions prevailing at each of the points where delays occurred similar to those named in Mr. Deniston's letter, the entire matter was, on motion, referred to Mr. H. B. Reynolds, Chairman of the Standing Committee on Interchange, for investigation and report at the next meeting.

The Secretary next read the following:

Indianapolis, Dec. 3, 1907.

Mr. G. B. Staats,
Sec'y Indpls. Div. C. A. of R. R. O.,
City.

Dear Sir: Effective December 1st, the E. & T. H. dissent from the application of Rule No. 9 at Terre Haute. This for your information.

Yours truly,
(Signed) J. R. Cavanagh,
Sup't F. T.

Mr. Cavanagh, in commenting on the subject, stated that it was unfortunate for the E. & T. H. to take this action, as it

was quite important that Rule 9 be uniformly observed by all roads, and that steps should be taken to induce the E. & T. H. to reconsider its action, suggesting that this Association use its good offices in an endeavor to have that line accept the application of Rule 9.

On motion, the following was adopted:

Resolved, That, inasmuch as the E. & T. H. have dissented from the application of Rule 9, that the Secretary of this Association communicate by letter with the E. & T. H., and earnestly request that, for the sake of uniformity on all roads, that it reconsider its action and permit the application of Rule 9.

The Secretary was directed to transmit a copy of the foregoing resolution to Mr. J. O. Crockett, General Superintendent of the E. & T. H.

Topics for Discussion at Annual Meeting.

The Secretary read a communication from Mr. Fetter requesting that topics for discussion be submitted in time to reach the Executive Committee for consideration at a meeting to be held in January. Although announced in the call for this meeting, the members present were not prepared to suggest any subjects to go before the Executive Committee. It was suggested that each member think over the matter, and send to the Secretary such topics as they desired to bring up, the Secretary to transmit same direct to the General Secretary.

Per Diem Matters.

Attention was called to failure on the part of some of the Indianapolis roads to comply with the Per Diem Rules. The following case, or practice, on the part of the Indianapolis Southern, was cited:

Cars delivered by the Indianapolis Southern to Belt Railway, for delivery to the P., C., C. & St. L. Ry. for forwarding; when cars are received from the Belt Ry. they were found defective, and not safe to forward, and were shopped by the P., C., C. & St. L. for necessary repairs; the receiving line notified the delivering line that cars had been shopped subject to reclaim; when reclaims were presented the Indianapolis Southern refused to sign, claiming that the Belt Ry. was responsible for the defects in question, and that the receiving line should look to the Belt for per diem reclaim, as the Belt is a per diem road. The Indianapolis Southern is in error in taking this position, as the Belt Ry. is not a per diem road in case of transferring cars from one road to another.

The following resolution was adopted with view of overcoming cases of this kind in the future:

Resolved, That the Belt Railroad is not responsible for per diem or reclaim on cars transferred by it from one road to another. That the Secretary be directed to forward a copy of this resolution to Mr. L. W. Baldwin, Superintendent of the Indianapolis Southern, and enclose a copy of the circular issued by Belt Railway defining its position in cases of this kind.

Controversy Between the L. E. & W. and the P., C., C. & St. L.

The latter declining to accept reclaim on car Vandalia, No. 11287.

Papers were submitted in this case, and, on motion, were referred to the Per Diem Committee, Mr. J. R. Cavanagh, Chairman, for investigation, and report at the next meeting.

During the discussion of per diem it was brought out that it would be advantageous to all concerned if the Superintendent of the Union Railway Company would notify both the delivering and the receiving roads when a car had been shopped

by the Belt Railway. Mr. Zion agreed to advise the roads accordingly.

The Secretary stated that, on request of an Auditing Committee, composed of two members, representing the Auditing Departments of the C., C., C. & St. L. and the P., C., C. & St. L. roads respectively, that the accounts of this Secretary-Treasurer had been checked, and that a report of its finding would be sent to President Scott.

While the committee stated they had no authority to check the accounts, the Secretary extended this courtesy to the committee. In order to recognize or empower this committee to do this work in the future, the following resolution, at its suggestion, was offered:

Resolved, That the Auditing Committee, composed of the representatives of the various lines appointed for the purpose of auditing the accounts of the Indiana Car Service Association, be requested, and are hereby authorized to audit the accounts of the Secretary-Treasurer of the Indianapolis Division of the Central Association of Railroad Officers. The checking to be done at such time as the Auditing Committee may elect.

The entire vote was cast against this resolution, the members taking the position that it was outside of the province of this committee to check the records of this Association; that the by-laws of the Association provide that the Executive Committee shall audit the accounts of the Treasurer.

The following communication was next read:

Indianapolis, Ind., Dec. 19, 1907.

Mr. G. B. Staats,
Secretary.

Dear Sir: I wish you would kindly advise me under what rules you handle carload freight such as molasses, vinegar, or other liquids, in which the lading is received from connecting line in damaged condition, and when promptly set to the freight house, and the damaged packages, so far as possible,

are coopered so as to save the contents as much as possible on the packages that have been damaged. Who pays the cost of cooperage, and who pays for the freight that has been lost, and is this handled under Joint Inspector's order for re Coopering and rehandling, etc. Early reply will oblige.

Yours truly,

(Signed) J. R. Cavanagh,

Supt. F. T.

On motion, the Secretary was requested to refer the paper to the Local Freight Agents' Association for report as to the present practice of the Indianapolis roads.

This completing the business, the meeting stood adjourned.

J. M. SCOTT,

President.

G. B. STAATS,

Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of Central Association of Railroad Officers'
Columbus Division, held in Room 308, Union Depot Arcade,
Columbus, O., Wednesday, Jan. 15th, 1908.

Meeting was called to order at 1:50 p. m., by **President**
W. B. Wood, with the following representation:

C. A. & C. Ry..... W. B. Wood.....**Superintendent.**
C. C. C. & St. L. Ry.... W. G. Bayley.....**Superintendent.**
C. C. C. & St. L. Ry.....J. R. Cavanagh.....**Supt. Frt. Trans.**
Hocking Valley Ry..... R. S. Quigley.....**Superintendent.**
Hocking Valley Ry..... M. A. Kinney....**Master Mechanic.**
P. C. C. & St. L. Ry..... L. Ohliger.....**Superintendent.**
P. C. C. & St. L. Ry..... W. T. Wolff.....**Special Agt.**
Penn. Co. (Toledo Div.)...*Otto Schroll.....**Superintendent.**
T. & O. C. Ry..... H. E. Speaks.....**Superintendent.**
Hocking Valley Ry.
and T. & O. C. Ry..... T. R. Limer....**Supt. Car Service.**

*Mr. Schroll represented by Mr. Wolff.

Visitors: Mr. F. P. Barr, Car Accountant, W. & L. E. Ry.;
Mr. H. M. Patton, Local Agent, Big Four.

The minutes of the previous meeting were read by the
Secretary and approved as read and published.

Unfinished Business.

Committees for 1908.

Announcement by President of Committees appointed to serve during year 1908:

Executive Committee—P. C. C. & St. L. Ry., Mr. L. Ohliger, Superintendent; N. & W. Ry., E. A. Blake, Superintendent; B. & O. R. R., J. F. Irwin, Superintendent.

Per Diem Committee—C. C. C. & St. L. Ry., Mr. R. R. Harris, Car Accountant; Hocking Valley Ry., Mr. T. R. Limer, Supt. Car Service; P. C. C. & St. L. Ry., Mr. W. T. Wolff, Special Agent.

Executive Committee, Joint Car Inspection—P. C. C. & St. L. Ry., Mr. F. P. Smith, Jr., Master Mechanic; N. & W. Ry., J. S. Pearce, Master Mechanic; C. C. C. & St. L. Ry., Mr. G. Wirt, Master Mechanic; B. & O. R. R., J. Kirkpatrick, Master Mechanic; Hocking Valley Ry., Mr. M. A. Kinney, Master Mechanic.

Railroad Assistance in Loading or Unloading or Checking Freight Taking Carload Rates.

The Secretary reported, after taking up subject as above with Local Agents' Association, by quoting resolution as follows, adopted at meeting of Local Agents held December 18, 1907:

After consideration the Secretary was instructed to reply to the Association that no assistance whatever is furnished shippers for loading or unloading cars taking carload rates. Checkers are furnished for loading and unloading when necessary only during regular hours of business.

Increasing Intermediate Switching Reclaim.

On motion, duly seconded and carried, the Secretary was instructed to submit to letter ballot by roads the subject of increasing intermediate switching reclaim from one-half to one day at Columbus, the resolution, if carried, to become effective February 1, 1908, the result to be announced promptly by letter to all members.

Reading of Correspondence.

Minutes of Executive Committee, Joint Car Inspection, held December 17, 1907, were read and ordered filed.

Minutes of meeting Columbus Terminal Yard Masters' Association, held December 16, 1907, were read and ordered filed.

New Business.

Auditing Committee.

It was expressed by motion as being the sense of this Association that Auditing Committee appointed to audit accounts of Columbus Car Service Association should be, and they were hereby declared to be, the official Auditing Committee, to audit accounts of this Association, and the Secretary was instructed to so notify the Committee.

Interchange of Live Stock.

It being the impression of some members present that there existed a resolution adopted by this Association to the effect that lines at Columbus would accept live stock if delivered within the time limit specified by law, the Secretary

was instructed to review the minutes of this Association and report at next meeting if there is such resolution still in effect.

Carload Package Liquids Leaking.

On motion, duly seconded and carried, the subject was laid over until next meeting.

Bill in sum of \$14.46, this Division's proportion of expense of Central Association of Railroad Officers for December, 1907, was approved and ordered paid.

Adjourned 3:00 p. m.

W. B. WOOD,

President.

J. D. BERRY,

Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers,
Toledo Division, held in Room 916 Nicholas Building, Toledo,
Ohio, Thursday, January 9th, 1908.**

Meeting called to order at 11:00 a. m. by President T. B. Fogg.

The following members present:

C. H. & D. Ry.....	T. A. Sweeney	Superintendent.
C. C. C. & St. L. Ry.....	M. J. Hefferman	Trainmaster.
C. C. C. & St. L. Ry.....	T. J. Kizer	Com. Agent.
H. V. Ry.....	W. F. Elrod	Supt. Terminals.
L. S. & M. S. Ry.....	T. J. Charlesworth..	General Agent.
L. S. & M. S. Ry.....	G. E. Husted	Agent.
M. C. R. R.....	B. R. Donovan...	Ass't Trainmaster.
Penna. Co.	Otto Schroll	Superintendent.
T. & O. C. Ry.....	C. L. Gardner.....	Ass't Supt.
T. & O. C. Ry.....	H. E. Speaks	Superintendent.
T. T. R. R. Co.....	T. B. Fogg.....	Gen. Manager.
Wabash R. R.	J. C. Sullivan.....	Superintendent.
W. & L. E. R. R.....	L. N. Andrews.....	Joint Agent.

Minutes of annual meeting, held December 12, 1907, were read and approved.

On motion, the Committee on the matter of investigation of the organization of the Toledo Interchange Car Inspection was given until next meeting in which to make its report.

The question of intermediate reclaim between steam roads and electric lines was brought up and Mr. Schroll made the following motion, which being duly seconded, was carried:

Moved, That the question of intermediate reclaim between steam roads and electric lines be referred to the Per Diem Committee for report."

Mr. Fogg stated that the special officers of the various roads in Toledo are desirous of forming an organization for the purpose of getting acquainted and exchanging views regarding their work, with a view to benefiting the lines which they represent.

Mr. Schroll offered the following motion, which being seconded by Mr. Sweeney, was carried:

Moved, That this Association recommend that the special officers and their forces form an organization and that we tender them the use of our meeting quarters for the purpose of holding their meeting or any subsequent meetings.

Mr. Elrod stated that at one time there was an association of yardmasters in Toledo, but that they had not been holding meetings for some time and felt that the yardmasters should again organize and hold monthly meetings and report to the Central Association of Railroad Officers, Toledo Division, as such meetings would be of benefit to themselves as well as to this Association.

Mr. Husted offered the following motion, which being seconded by Mr. Schroll, was carried:

Moved, That the yardmasters of the various lines in Toledo be informed that the Central Association of Railroad Officers, Toledo Division desire that they

form an organization for the purpose of exchanging views, getting better acquainted and for mutual benefit of the lines which they represent, and meet at least once a month in Room No. 916 Nicholas Building, Toledo, Ohio.

The Secretary read the following resolution adopted by the Toledo Local Freight Agents' Association at their Annual Meeting, held January 2, 1908:

Resolved, That the present Schedule of Prices for Transferring Cars at Toledo be allowed to remain, with the exception of that part of the clause reading "and an itemized bill rendered showing number of hours at rate of 16 cents per hour with 10 percent added for the use of tools," be changed to read: "and an itemized bill rendered showing number of hours at rate of 18 cents per hour with 10 percent added for the use of tools;" that Feed and Mill Products in bulk, except bran should read 16½ cents, and Felloes 14 cents, and the price on Box Shooks in Bundles be changed to read 11 cents and Box Shooks, loose, 13 cents.

It was moved by Mr. Sullivan, seconded by Mr. Donovan and carried, that this schedule be referred back to the Toledo Local Freight Agents' Association with instructions to again go over each item carefully and re-submit same with their further views, to the Central Association of Railroad Officers, Toledo Division.

The President appointed the following committees for the year 1908:

Executive Committee: Wabash R. R., D. & T. S. Line and H. V. Ry.

Per Diem Committee: C. H. & D. Ry., Penna. Co. and W. & L. E. R. R.

On motion adjourned.

T. B. FOGG,
President.

H. M. ELLIOTT,
Secretary.

PEORIA DIVISION.

Proceedings of Regular Monthly Meeting held in Room 23, Union Depot,
Peoria, Ill., Tuesday, Jan. 21st, 1908.

Meeting convened at 9:10 a. m. President Russell in the
Chair.

Representation:

A. T. & S. F.....Not represented.
C. & A..... W. B. Causey.....Superintendent.
C. & N. W..... F. M. Luce...Auditor Car Mileage.
C. & N. W..... W. D. Beck.....Superintendent.
C. B. & Q.....J. W. Mulhern.....Superintendent.
C. R. I. & P.....H. I. Battles.....General Agent.
C. P. & St. L.....M. D. Schaff.....Superintendent.
C. P. & St. L.....D. C. Frederick..Car Service Agent.
C. P. & St. L.....A. L. Rossetter..Supt. Motive Pow.
L. E. & W..... W. J. Davis.....Superintendent.
L. E. & W..... E. W. Brown.....Train Master.
Illinois Central.....Not represented.
Iowa Central..... C. S. Hayden.....Superintendent.

Iowa Central..... J. E. McCarthy.....Train Master.
Peoria Ry. Terminal.... Not represented.
P. & P. U. (Arr. late)...R. H. Johnson....General Manager.
P. & P. U. (Arr. late)...H. G. Kruse.....Superintendent.
P. & P. U. (Arr. late)... Wm. Hassman....Master Mechanic.
Peoria & Eastern..... R. R. Harris.....Car Accountant.
Peoria & Eastern..... M. A. Neville.....Superintendent.
Peoria & Eastern..... T. J. Hayes.....Train Master.
T. P. & W.....S. M. Russell.....Superintendent.
Vandalia.....H. C. Johnson..Eng. Main. of Way.

Visitors: G. E. Simpson, Supt. Trans., C. M. & St. P.; Geo. Walliser, General Yard Master, P. & P. U.; F. H. Sykes, General Yard Master, C. B. & Q., Peoria, and the following Local Freight Agents: G. T. Mowat, T. P. & W.; C. A. Brown, P. & P. U.; J. W. Hendley, C. & N. W.; F. C. Stewart, L. E. & W.; W. R. Randall, C. & A.; W. J. Robinson, Illinois Central; F. M. Danner, C. R. I. & P.; F. H. Odell, C. B. & Q.; C. F. Redmon, Vandalia; also M. Voorhies, Gen. Foreman, C. R. I. & P., Peoria.

President: If there is no objection, the minutes of December meeting will be approved as printed.

Early Closing of Freight Houses.

Mr. Davis: Your Committee completed the work assigned to them, and after investigating fully the conditions at the Union freight houses a formal report was prepared, and the management of the P. & P. U. have since received contents of that report. We do not feel at this time that it would be justice to the new management of the P. & P. U. property to present our report now. We found the conditions called for immediate action, and Mr. Johnson, the new General Manager, told me personally that he concurred in everything

stated in our report, and will make the changes suggested by the Committee. The Committee, feeling that they have accomplished their object, ask to be discharged.

The matter was on motion laid on the table and the Committee discharged.

Pilfering of Cars in P. & P. U. Yards.

January 9, 1908.

Central Association of Railroad Officers,
Peoria Division.

Your Committee have discussed the subject to considerable extent, and that numerous and aggravated cases of pilfering occur in the P. & P. U. yards we believe is admitted by all tenant lines. We are fully convinced that the P. & P. U. yards are not sufficiently policed and that additional watchmen should be placed in these yards; but we believe that this is a matter to be handled by the tenant lines jointly through the P. & P. U., that is to say, that the tenant lines should give the P. & P. U. authority or instructions to fully police the yards, each tenant line to bear their proportion of the expense. We think that additional men should be put on, at least for a time, until sufficient arrests and convictions have been made to practically break up the present gang. It is the understanding of the Committee that the management of the P. & P. U. now has this question up with the managers of the various tenant lines.

(Signed) D. C. Frederick,

W. J. Davis,

H. G. Kruse,

J. E. Mechling,

Committee on Freight Houses.

Mr. Schaff: I move the report be received and filed.

Seconded and carried.

Mr. Beck: Is there not an opportunity to appeal to the civil authorities for assistance. The railroads are large tax-

payers, and our property is amenable to the same laws, and it appears to me to be the same as if your residence was robbed.

President: All Mr. Beck says is so; but the municipal authorities will not give you the protection necessary, nor will they furnish protection to manufacturing establishments. At any rate, we cannot expect any assistance from the city authorities in the yards at East Peoria. We might call on the county authorities.

Mr. Neville: It is no trouble to get prosecutions if we get the cases.

Mr. Kruse: I think Mr. Neville is mistaken about that. We get good cases but few prosecutions, on account of the politics mixed in with the authorities.

Mr. Schaff: I understand the police force of the P. & P. U. has just been reorganized, and there is now a proposition up to each tenant line to allow the P. & P. U. to increase their force. So far as the C. P. & St. L. is concerned, we gave the authority yesterday, and think this will take care of the matter. We can get no help from the Peoria police, and have sent one of our special men here to assist.

Mr. Davis: I will ask Mr. Kruse if he has not seen some results from the increase in the number of special officers in the last few days?

Mr. Kruse: We arrested eight men, and have been able, with the help of the municipal authorities, to hold three of the thieves.

President: I understand every line has given consent to the P. & P. U. to increase the police force in the yards.

Mr. Beck: In addition, we should get some assistance from the authorities.

President: At one of our stations we pay the police to watch our property, notwithstanding that the railroad is the largest taxpayer in the town.

Mr. Davis: It is just as reasonable for the wholesale

houses and manufacturing institutions to call on the authorities for protection as for us to do it. These institutions do not do it, and I doubt if we can expect the municipality to police the P. & P. U. yards.

Mr. Kruse: We have asked the police for assistance, but they either don't give it or do so in a desultory manner. Our own force has already been increased by the employment of two new men, and it is our intention to employ six more officers.

Billing to Accompany Cars.

Chicago, January 20, 1908.

Central Assn. of R. R. Officers,
Peoria, Ill.

The Committee on Transportation reporting on the subject "**Billing to Accompanying Cars**" beg to report that inasmuch as the P. & P. U. have arranged, effective January 1, 1908, to furnish the desired information the file be closed.

(Signed) W. D. Beck,

N. D. Ballantine,

T. M. Feeley,

G. H. Bremner,

M. A. Neville,

Committee on Transportation.

Mr. Kruse: I move the report be accepted.

Seconded and carried.

Charges for Transfer.

Mr. Frederick: This matter has been taken up with the objectors, but information is not complete, and your Committee will ask for further time.

Granted.

Use of Cars as Drays.

This subject was discussed at some length, being finally referred back to the Transportation Committee, calling their attention to the rules now in effect. A resolution prevailed to the effect that it was the sense of the Association that the present rules be carried out until changed.

Secretary: This matter is being handled by several General Officers of roads at Chicago, who were confronted with the argument that as the tariff does not specifically call for the charge they could not make it. In some cases they were paying a premium for the sake of accommodating a patron, switching his business from one part of the city to another, paying out more than they received for the service.

Coal Consumption Per Ton and Car Mile.

The following paper was read:

COAL CONSUMPTION PER TON MILE.

By Wm. Hassman,

Master Mechanic Peoria & Pekin Union Ry.

Peoria, Ill., January 21, 1908.

Inasmuch as all records and statistics are, by the action of the Master Mechanics' Association and the American Railway Association, computed on a ton mile basis, the car mile feature in this subject is not a basis of measurement of locomotive effort, can be eliminated, because a car mile, as well as an engine mile, is an element of distance, and has no value in the unit of measurement of work, but which is measured by the unit of horsepower, which is the power required to raise 33,000 pounds one foot in one minute, this contains the elements of weight, distance and rate of speed.

Coal consumption per ton mile is a subject that has been

so thoroughly thrashed out that any effort to inject into it something new is a difficult matter.

The records of the various Railroad Clubs and Associations, as well as the Master Mechanics' Association, show to have had it up so often, first under one head, then under another, but the principal one being the proper ratio between grate area and heating surface in locomotive boilers, that no matter what is said, with our present knowledge of that art, as well as the restrictive conditions surrounding a locomotive fire box, that a charge of plagiarism could easily be sustained.

I take it though that this subject, at this time, is one of the every day practice rather than any other phase of it. I have found in my experience that coal consumption is largely a provincial question, for the practice that would obtain on one line does not work out so well on another.

The conditions that bring that about are the characteristics of the fuel found easiest, and, of course, cheapest to get; the characteristics of the road as to grade and curvature and the character of the traffic.

A road, or say one Division of a road, that originates the major portion of the traffic that moves over it can not compete in locomotive performance against a Division that will simply move it from one terminal to another; in fact, can be classed as through traffic.

In experiments that have been made with two or more grades of coal, one to compare with the other, in the same class of service or as near as it was possible to so arrange it, have found that the results obtained then were so much at variance with that obtained in every day service, which left one with a feeling of doubt as to first performance, as well as a large size lump of chagrin, especially if a fellow had made any special recommendation in favor of any one particular grade of coal, or that which came from some particular mine. The physical characteristics of a road is a large factor in relation to that subject.

An experience once had in a case in point will possibly illustrate this. A road that I took service with had a roadbed

and light rail, not at all in keeping with the weight of the power operating over it. After a time new heavy rail with a liberal and well ballasted track showed to me that the cost of maintenance of our engines decreased in a ratio of about as 5 is to 3; this, to my surprise, gave us a better result in coal consumption also.

It was treated for a long time as a joke that one railroad did better than another because the "water steamed better." To my mind it is no joke, but a decided reality, for taking a road having a soft water, practically free from lime and the various mineral salts, aside from the tendency for incrustation of boiler plate and flues, there is a very visible difference in results attained in the aggregate.

The character of the equipment, in its construction and maintenance, is also a potent factor in the energy needed to move a train. It is often heard from enginemen that we had an "easy running train today," whilst with the same number of cars, with practically the same tonnage, engine the same, progress is not made except by the working of an engine to its limit, for it has been demonstrated that there is no constant relation between the weight of a car and the power needed to move it, and that a ton of empty cars requires more power to haul it than a ton of partly loaded cars, and this requires more power than a ton of fully loaded cars; also the greater capacity of the car the power required to handle it when load fully is less.

Last but not least is the human agent. It is said that there are no two things alike in this world, a trueism very decided, for as men vary so will your results vary on locomotives in the general results. The large size of the fire boxes that a fireman must feed fuel to in a run of 130 to 150 miles, calls for the hardest sort of physical effort, as well as skill to obtain the best results, such an outlay of brawn, when a run is drawn out to from 14 to 18 hours, as is often the case, with an engine working to its limit, almost continuously, before the end of the run the feeling is not one for best results, but narrows to condition of endurance, especially when the thermometer is ranging in the 90 degrees. Now here is

where the mechanical stoker should come into play; personally, I believe that it is a thing that is bound to come into a more general use; in fact, should have arrived before this, but the opinions that I have seen reported, and those that I have heard expressed, do not find the enthusiasm that we might expect to find through their use.

Time and the inventive genius of some fellow will solve the problem before long, no doubt, for locomotive practice in as satisfactory a manner as those installed in stationary plants.

Mr. Beck: There are several things that enter into the question of coal consumption. Providing nothing else enters into the question, a good fireman can do more than anything else to obtain good results.

In firing he must use his head as well as his shovel, and only put enough coal into the firebox at the proper time and in the proper place to get the maximum steam pressure without allowing the engine to blow off. The greatest assistance, of course, can be rendered the fireman by the engineer in handling his engine, taking advantage of everything to use as little steam as possible to get the results he is after. There are men who will beat an engine and burn coal unnecessarily when they know that on arrival at a certain point they will have to lay around for other trains, whereas if they had taken advantage of this knowledge and run the engine accordingly a saving of considerable coal would have taken place.

In regard to stokers, we have experimented for two years past on automatic stokers, and so far are not in position to say very much for them.

We have had a stoker that has done the work required of it, but we have not been able to see that it has saved very much labor, neither have we noticed any fuel economy.

We have comparatively small engines, and a stoker is not such a great necessity with us as it is with roads having larger power.

So far as concerns the checking of coal delivered locomotives, we have no means in our modern chutes of checking

this delivery, and believe the only way in which it can be handled is to install scales somewhat similar to those in use at various points on the Illinois Central.

Oskaloosa, Iowa, January 20, 1908.

Mr. Wm. Hassman,

Master Mechanic, P. & P. U., Peoria.

I am sending you in today's mail reports of the automatic stoker for the month of December on the Iowa Central, and also sending you reports of performance of the stoker on the Rock Island.

I would say in connection with handling of coal, the coal is billed to us direct from the mines at their scale weights. We weigh enough of this coal each week to satisfy us that the weights are correct; if any discrepancy arises between them we immediately take it up with the mines. We do not weigh the coal on to our locomotives, but the pockets in our coal chutes have been measured and marked, and coal is delivered to our locomotives according to the marks on the various bins as to their capacity.

(Signed) C. S. Hayden,
Superintendent.

**Performance of 80 Class Locomotives on the Iowa Central
Railway Between Oskaloosa and Albert Lea, With and
Without Stoker, Month of December, 1907.**

Class of locomotives, 6 wheel connected.

Cylinder, 20 x 26.

Size of drive wheels, 56 inches.

Size of fire box, 8 ft. x 3¼ ft.

Weight, 120 tons.

Performance	Without	Without	Without	With
Engine No.....	81	83	85	85
NORTHBOUND.				
No. of trips.....	9	10	3	7
Miles run.....	1638	1820	546	1274
Average tonnage.....	894	857	909	905
SOUTHBOUND.				
No. of trips.....	10	9	3	6
Miles run.....	1820	1638	546	1092
Average tonnage.....	736	814	771	895
BOTH DIRECTIONS.				
No. of trips.....	19	19	6	13
Miles run.....	3458	3458	1092	2366
Average tonnage.....	811	837	841	900
Miles run per ton coal....	11.15	11.05	12.00	14.00
Lbs. coal per 1000 ton miles	222	216	198	159
Average time per trip....	9.39	9.48	10.15	10.20
Average miles per hour...	18.84	18.54	17.76	17
MAXIMUM GRADES.				
Oskaloosa-Mtown.....	.7 of 1 percent			
Mtown-Abbott.....	1¼ percent			
Abbott-Albert Lea.....	1 percent			

The Locomotive Stoker Co.

Chicago, Ill., January 16, 1908.

Mr. C. S. Hayden,
Oskaloosa, Ia.

Per your request we send the following summary, giving the performance of locomotives on the C. R. I. & P. equipped with our stoker, as taken from our daily reports for 30 days to December 15, 1907:

Engine Nos. 1660 and 1664.
Class, 1600.
Cylinders, 22 in. x 30 in.
Drivers, 63 in. diameter.
Fire box, 9 ft. 4 in. x 5 ft. 8 in.

Steam pressure, 195 lbs.

Tonnage rating, 2135.

*Average tonnage hauled on 26 runs, 1560.

No. of trips between Burr Oak and Silvis, Ill., 26.

Miles run, 4108.

Average time per run, 7 hrs. 32 min.

Average miles per hour, 20.95.

Lbs. of coal per 1000 tons mile, average for 30 runs, 166 lbs.

Lbs. of coal per 1000 tons mile, on full tonnage runs, 137 lbs.

Stoker worked fine on all trips and kept engine hot all the time. No special conditions were asked or given and crews were changed several times, as these were pooled runs.

We enclose copies of a dozen runs, which are fair samples of all the runs, and will give you all details as they actually were, and trust this is what you want.

Yours truly,

The Locomotive Stoker Co.,

By C. A. Street, per G. M.

(*Engine also made four turn-around trips.)

President: These papers and the statistics are very interesting, and can be perused with profit by us all.

Mr. Voorhies: The weak point of the stokers we have had is the coal fails to reach the back corners of the fire box.

Mr. Hayden: Our stoker has a plunger the shape of an arrow head and overcomes that fault.

Mr. Rossetter: In all our discussions on the subject of coal consumption we ignore the time feature. The number of hours on the road is a cardinal factor. The C. R. I. & P. experiments took this into consideration, and figured it on the "ton mile per hour" basis, which is proper. We cannot figure the coal consumption absolutely unless we consider the delays enroute.

Mr. Hassman: The "ton mile unit" is the only fair basis. Distance, weight and time is the proper term. You can get nothing closer.

President: The Pennsylvania lines figure both ways, ton

mile and car mile, and divide their empty car mileage by two to arrive at the fair basis for comparison with loaded movement. This is such a live subject that we will carry it as a standing subject for a while. At the request of several members, we want at our February meeting information as to result of individual effort of Superintendent, Train Master, Assistant Superintendent and Chief Despatchers in reducing the coal consumption. The operating departments are all watching it, and we should be able to report some good results.

Mr. Hayden: Every officer on the Iowa Central is watching it, and with the stokers we have decreased our coal consumption five percent. On our larger engines it has enabled us to enlarge the nozzles. The delays on side tracks also means fuel, and our Despatchers are watching the meeting points of trains very closely in order to save fuel.

Improvements on the Peoria & Pekin Union Railway.

Mr. Beck: One of the greatest improvements to my mind is that the tenant lines have awakened to the fact that the derelictions have not all been on the P. & P. U., as we thought. We should all now put our shoulders to the wheel and make this terminal go.

Mr. Neville: Our greatest improvement has been in getting passenger trains in and out on time. The average delays have been greatly reduced, and the P. & P. U. are entitled to great credit.

Mr. Kruse: This has proven very expensive to the P. & P. U. through delay to cuts and engines.

Mr. Beck: During the past week we have had a half dozen complaints on the operation of the tower at Northwestern Junction, which is operated by our Company. Heretofore we have never had a complaint, probably due to the fact that it was heaped onto the P. & P. U., but I want to say that we relish such complaints, and hope they will be continued as long as we are lax in the operation of that plant.

Mr. Schaff: To my personal knowledge, we have been hammering the P. & P. U. for the past five years. Now we have a new management hold of that property, and in order to relieve them of embarrassment in getting started let us reverse the tables for two or three meetings and allow them to show us where we have been lame and see what we can do to assist in clearing up the situation. If they then cannot carry out their plans for operating this terminal it will be time for us to do something else. I suggest we ask Mr. Kruse to relate some of the tenant lines' deficiencies.

Mr. Kruse: The most forcible thing that I can call your attention to at present is your method of handling foreign empties through this gateway. A great many such cars have been brought here without proper "home route," the roads expecting to get "home routing" after cars arrive here. In other cases the home route appears to be proper, and cars are ordered from train direct to outbound line. Cars are switched out and put in cut for the out road and the out line says cars are not for them. As an illustration, yesterday the C. P. & St. L. wanted an extra to take out 68 foreign empties turned over to them here. Upon checking up the list they found 34 of the cars did not belong to them. This illustration applies to every tenant line. In another instance the C. P. & St. L., I think it was, only found 2 out of 52 foreign empties tendered which belonged to them. Recently we switched out 112 C. & E. I. and Frisco empty coal cars for the Vandalia and sent them to East Peoria, and the next morning the Vandalia refused 89 out of the 112, claiming they did not belong to them. Cars were finally brought back to this side of the river and delivered to the Rock Island through a special arrangement. This is a serious problem for this terminal, and one which the P. & P. U. ask you to help remedy by having foreign empties properly "home routed" before striking Peoria. If cars arrive here without it they are ordered to yard in order to give agent time to look up "home route." This means extra switching, and right now our empty cars in yard are running 1800 to 2000 each day, showing that they are coming in as well as going out.

Another thing that can be remedied is the getting of transfer orders promptly as soon as trains arrive. This matter we have taken up with Agents, but Superintendents can assist by supplementing our request.

Another item. We are given an order to make up a train to take out empties, and the line calls the crew, and we are not able to get the train together promptly, and the crew lies around for four, five or six hours waiting for the train. It is my suggestion that you allow us to make up the train and then you can call your crew. In this way we can plan our work in advance, and possibly build more than one train at once, by throwing out a car here and there, where we know a train will be wanted.

Mr. Schaff: Suppose the C. P. & St. L. should bring a car into Peoria and order it to the Rock Island. Later we order car to L. E. & W. Do the P. & P. U. make an extra charge for this?

Mr. Kruse: Yes, sir; we do now, and it is helping the terminal some.

Mr. Beck: On the Northwestern all empty foreign cars we have for Peoria are ordered held at Nelson for "home route" card. Our Peoria Agent has instructions to send to me the cards from any cars that come through without "home route."

So far as building the trains first and then ordering crews is concerned, we will welcome this move. Another thing we will be glad to have the P. & P. U. give us is a list of what each line has for us, so we can anticipate the power necessary for the ensuing 24 hours. The C. & A. are giving us this information now, and I do not see why the P. & P. U. can not do so for all lines.

Another complaint we have is on delayed billing. We received one car December 3 and did not receive the bill until January 10, a month and seven days delay. This kind of business is what is getting the railroads in such ill repute among the shipping fraternity. We have many such cases, and I am satisfied it is entirely due to some one's carelessness.

While our Agents are, in the main, able men, they must not forget that the General Officers of the Company might be able to help them on the correction of evils. In regard to car delays; the Agent writes a letter today, and getting no action, finally mimeographs that letter and sends it broadcast, and finally the car moves. This is simply mechanical, and lacks enthusiasm and ginger. Good Agents are getting away from the idea that they are capable of handling everything. If Agents can not get W. B.'s for cars in 24 hours, I am willing that they wire me, and I in turn will wire Superintendent of connecting line, and together we may be able to get some action.

I move that this be the sense of this Association, and that all Peoria lines act accordingly.

Seconded and carried.

Home Route of Empty Foreign Cars.

Mr. Frederick: I would like to have each line at Peoria post with the P. & P. U. a list of the cars they will accept as "home" to them here, giving initial and capacity, and that notice of any change shall be given 10 days in advance. I make this as a motion.

Seconded and carried.

Watch Inspection by Different Lines.

Passed.

State and Interstate Laws Relating to Hours of Service of Train Crews, Operators and Extra Brakemen.

Mr. Beck: I move this be carried over to our next meeting, and that members come prepared to state what they are

doing toward complying with the laws. This subject to take precedence at the February meeting.

Seconded and carried.

Joint Service in P. & P. U. Terminal.

Passed.

Offering Reports.

Secretary: Would like to know if offering reports are being made?

Mr. Mulhern: The C. B. & Q. are making them. As long as business moved freely we preferred not to make them, but we found it necessary to protect ourselves.

Mr. Battles: When this thing was up some time ago we spent a great deal of time checking up the matter, and the Committee came to the conclusion that one would about offset the other, so decided to dispense with the reports. The situation has somewhat changed, inasmuch as the P. & P. U. issue embargoes which their tenants will not recognize, saying that they have not authorized the P. & P. U. to embargo their line.

Mr. Neville: I move the matter be referred to the Per Diem Committee for action.

Seconded and carried.

Transfer of Coal at Peoria.

Mr. Schaff: We have had a number of bills for transferring coal at Peoria, and have concluded that we will not pay for transferring coal unless we have been notified, so we can give the shipper or consignee an opportunity to dispose of it here. We paid one bill of \$7.00 on one car that was over-

loaded 600 pounds. It came all the way from the anthracite coal region with the 600 pounds excess, and was transferred by the C. B. & Q.

Secretary: The Master Car Builders' Rules do not take into consideration the time necessary to make repairs, etc. The P. & P. U. may make a car bad order, and take a month to make repairs. I believe you would do well to put a limit on the time necessary to allow the connection to dispose of a car as suggested by Mr. Schaff.

Mr. Luce: This subject need not be hastily acted upon. It might be well for the Chairman to appoint a Committee of five to look into this question and bring in report at next meeting.

Mr. Schaff: The C. P. & St. L. give notice that they will not pay for transferring coal unless they have been given opportunity to obtain local disposition for it.

Mr. Luce: I move the Chair appoint a special Committee of five members to investigate this matter and report at next meeting.

Seconded and carried.

The Chair appointed as such Committee Messrs. Beck, Mulhern, Kucher, Rossetter and Battles.

Annual Meeting General Association.

Cincinnati, O., January 20, 1908.

Mr. Ashley J. Elliott,

Secretary, Peoria Division.

At meeting of the Executive Committee of the Central Association of Railroad Officers, held at Cincinnati this day, Peoria was selected as the next point at which the annual meeting would be held, and October 14, 15 and 16 were the days agreed upon.

The Peoria Division was appointed as a Committee of one to arrange for said meeting, entertainment and otherwise.

(Signed) O. G. Fetter,
General Secretary.

President: This means a good deal of pleasure and hard work for this Division, but I am confident of our ability to do it satisfactorily. We have the President of the General Association, Mr. Mulhern, and our representative on the Executive Committee, Mr. Davis, and with such men at the front such thing as failure is an impossibility. While the Convention is not until October, we should be shaping ourselves for it at once. Peoria is well fixed to entertain the meeting, both in regard to location and natural facilities. The month of October is one of the most pleasant of the year here, and was so selected on that account.

Mr. Mulhern: I think it proper to say at this time that the Executive Committee at their recent meeting assigned subjects to each Division. There are to be fifteen subjects for topical discussion. Indianapolis Division has two subjects. They are to be prepared and distributed between all Divisions in advance, and the Division assigned is, of course, to take the affirmative side. The balance will be negative, so we have a wide field. It is the intent of the General Officers of the Association to make the Peoria meeting the largest and most interesting yet held, and we want the hearty support of every member of Peoria and St. Louis Divisions. Others came to the Executive Committee with pleas for other cities, and we are indeed fortunate in securing this meeting for Peoria. The subjects were assigned to the Divisions according to our estimate of their ability, and that for Peoria Division is "How best to increase earning capacity of cars." We feel that we have a man to assume the affirmative side and prepare the argument for this subject to our entire satisfaction, and whom we may neither be ashamed of nor apologize for in any respect, and I therefore will suggest, with the permission of the Association, that the President appoint our Secretary, Mr. A. J. Elliott, to prepare a paper on the subject.

Secretary: When I prepared a paper for a previous annual meeting, I thought it would have been more acceptable had it been presented by some one actively engaged in the operation or maintenance of a railroad, and while I am entirely willing to do anything I can for you, I feel that the paper would be better received if it came from some one else.

President: I will rule the Secretary as out of order, and call for vote on Mr. Mulhern's motion.

Seconded and carried.

President: I wish also to appoint the following Committees:

Arrangements—H. G. Kruse, Chairman; E. A. Burrill, J. B. Smalley.

Entertainment—M. D. Schaff, Chairman; W. J. Davis, C. S. Hayden.

Reception—F. L. Campbell, Chairman; W. B. Causey, M. A. Neville.

Reappointment of Standing Committees.

Secretary: In 1906 the Arbitration Committee on Per Diem Reclaims were reappointed, but in 1907 nothing was done. Having frequent cases to refer to this Committee, I would suggest that a rule be made to the effect that parties to a controversy should prepare an agreed statement of facts, and each a separate brief, for the Committee to consider in connection with the papers. This will simplify the work of the Committee greatly, and is in line with the practice of other Associations who have cases to arbitrate.

In addition, the Standing Resolutions have not been published for some time and are now somewhat out of date. The Per Diem Reclaim Rules have been printed since, and our supply of them is low. It might be well for you to authorize the publication of a new set of Standing Resolutions, embody-

ing also the Per Diem Reclaim Rules, the Local Master Mechanics' Rules, the Rule for Arbitration Cases, etc.

Mr. Mulhern: I move the present Arbitration Committee be reappointed by roads, and that the Superintendents of lines be considered their representative on such Committee.

Seconded and carried.

Mr. Mulhern: I move that in case a line serving on the Arbitration Committee is interested, that the President be authorized to appoint a substitute for the case.

Seconded and carried.

Mr. Mulhern: I move the Chair appoint a Committee of three, with the Secretary as Chairman, to prepare a set of new rules and Standing Resolutions, to include all the rules and resolutions of this Association now effective, including M. C. B. Rules, etc., and bring draft of such document to next meeting.

President: Some Associations charge a fee for arbitration cases. Lines will hesitate to jump into arbitration under stress of feeling on this account.

Mr. Hassman: The M. C. B. Association practice is as stated. When one line is interested, he simply refrains from voting.

Chair appointed Messrs. Elliott, Hassman and Cavanagh as such Committee.

Seconded and carried.

Change in Transfer Rule.

Mr. Rossetter: I move that Clause "A," which line shall pay cost of transfer, page 11, articles of Association, March, 1904, be amended to read as per St. Louis Division Rules and Resolutions, March, 1907, Rule No. 43, clause "B," reading as follows:

When transfer is necessary because of defects in the car denoting unfair usage as defined in Master Car Builders' Rules 48 to 56, inclusive, providing necessary repairs can not be made in equal to 24 working hours of one man.

Seconded and carried.

Bringing Merchandise Cars to Bridge Junction.

Mr. Kruse: One or two lines are bringing merchandise cars over to this side of the river with their own engines, especially is this true with trains arriving from 5 to 7 o'clock a. m. I want to say that this is a material assistance to the P. & P. U., and we would appreciate it if all lines can have their merchandise cars ahead and bring them over the river. This will enable us to get the cars to the house much earlier.

Mr. Johnson: Gentlemen, I am sorry that I was unable to get here for the entire meeting, and as I do not know the subjects under consideration, and thus far I have reported to individuals what I have seen where a remedy could be applied. The suggestion of Mr. Kruse in regard to merchandise cars is good. There is some delay on the East Side account single track bridge, and other things you all know about, and if this arrangement can be made on merchandise and perishable freight, it will help us to get the cars to the freight house and team tracks promptly. I hope to attend the full session of your next meeting.

Adjourned 11:40 a. m.

S. M. RUSSELL,

President.

A. J. ELLIOTT,

Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the
Central Association of Railroad Officers, held in the Railroad Branch
Y. M. C. A. Building, Friday, Jan. 10th, 1908.**

The meeting was called to order at 10:30 a. m., with President Downing in the chair.

The representation was as follows:

B. & O. S. W. R. R.....	J. B. Carothers.....	Superintendent.
B. & O. S. W. R. R.....	J. R. Sanford.....	Trainmaster.
C. B. & Q. R. R.....	J. A. Somerville....	Supt. Terminals.
C. & E. I. R. R.....	R. D. Miller.....	Supt. Terminals.
C. & A. R. R.....	W. B. Causey.....	Superintendent.
C. & A. R. R.....	Wm. Pratt	Agent.
C. C. C. & St. L. Ry.....	R. R. Harris.....	Car Accountant.
C. C. C. & St. L. Ry.....	H. T. Stephens.....	Agent.
C. P. & St. L. Ry.....	M. D. Schaff.....	Superintendent.
C. P. & St. L. Ry.....	A. L. Rossetter.....	S. M. P.
C. P. & St. L. Ry.....	W. T. Causley.....	R. F. of Cars.
Illinois Central R. R.....	A. E. Clift.....	Superintendent.
Illinois Central R. R.....	R. O. Wells.....	Agent.

Illinois Central R. R..... C. W. Shaw..... **Trainmaster.**
 L. & N. R. R..... * Jno. Fitzgerald... **Supt. Terminals.**
 M. K. & T. Ry..... A. E. Boughner... **Superintendent.**
 Mo. Pac. Ry. E. F. Kearney..... **Supt. Terminals.**
 M. & O. R. R..... Not represented.
 St. L. & S. F. R. R..... P. W. Conley..... **Supt. Terminals.**
 St. L. S. W. Ry..... C. F. Bigelow....., ... **Agent.**
 Southern Ry. Not represented.
 St. L. K. C. & C. R. R... Not represented.
 St. L. & B. E. R. R..... Not represented.
 St. L. T. & E. R. R..... Not represented.
 St. Louis Transfer Co... G. J. Tansey... **Pres. and Gen. Man.**
 St. L. Nat'l Stk. Yds..... Not represented.
 T. St. L. & W. R. R..... Not represented.
 St. L. & O'F. Ry.... . Not represented.
 L. & M. R. R..... Not represented.
 T. R. R. A..... J. J. Coakley..... **Superintendent.**
 T. R. R. A..... W. T. Aylesbury... **Car Accountant.**
 T. R. R. A..... J. J. O'Brien..... **Supvr. Car Dept.**
 Vandalia R. R..... W. C. Downing..... **Superintendent.**
 Vandalia R. R..... J. E. Meehling.... **Master Mechanic.**
 Vandalia R. R..... John Fitzpatrick..... **Agent.**
 Wabash R. R..... J. E. Taussig..... **Supt. Terminals.**
 Wabash R. R..... J. W. Jones..... **Trainmaster.**
 Wiggins Ferry Co..... Chas. Burlingame... **Superintendent.**
 Central Association Chas. Waughop..... **Chf. Int. Inspr**

* Represented by H. D. Hughes, Chief Clerk.

Chairman: Have we a quorum.

Secretary: We have.

Chairman: If there are no objections to the minutes of the previous meeting as printed, they will stand approved.
No objection.

Supervision of Scales by Merchants Exchange.

Secretary: The Secretary of the Local Freight Agents' Association, who have this matter in hand, writes:

Local Freight Agents' Association.

East St. Louis, Ill., Jan. 9, 1908.

Mr. J. Rothschild, Secretary,
Central Association of Railroad Officers,
St. Louis, Mo.

Dear Sir: Referring to the question of Supervision of Scales by Merchants Exchange. The Committee from this Association met with the Merchants Exchange Committee on the 6th, and the matter was carried over for a few days, in order to give the Merchants Exchange an opportunity of getting the Produce Exchange to grant them authority for supervising the weighing, et cetera, of produce.

We expect to be able to advise you before your next meeting that final arrangements have been made and the Exchange furnishing supervision.

Respectfully,

F. W. Brown,
Secretary.

Chairman: We will carry the subject over.

Handling of Perishable Freight in Cold Weather.

Secretary: No reply has as yet been received from the Managers Association, to whom the matter was referred.

Chairman: We will carry it over.

Amending Section "B" Rule 43.

Secretary reads:

The Wabash Railroad Company.

St. Louis, Jan. 9, 1908.

Mr. J. Rothschild, Secretary,

Central Association of Railroad Officers,
St. Louis.

Dear Sir: Referring to Rule 43, Section B, Interchange Rules, covering the responsibility for expense of transferring freight, I am satisfied, after the reports we have made under the Resolution passed November 8, 1907, which was declared void on December 13, 1907, that the rules, as they stand at present, are an injustice to the receiving line and, further, tend to allow the loading line to use equipment which I do not think they would run over their own line under road haul.

I would, therefore, recommend that Rule 43, Section B, be changed to read as follows:

"By the delivering line, or line at fault, when transfer is necessary because of defects in the car, which in the opinion of the Chief Interchange Inspector make it unsafe to run over the receiving line, provided necessary repairs can not be made in twenty-four working hours of one man."

Respectfully,

J. E. Taussig,

Supt. Terminals.

Mr. Kearney: I move that the matter be referred to the Interchange Committee for recommendation.

Mr. Coakley: I second the motion.

Carried.

There was some discussion of the subject after the foregoing motion had been carried, but the Chairman ruled that it was out of order, adding:

"I feel this matter should properly go to the Interchange Committee for them to discuss and agree on it. The Asso-

ciation has usually endorsed the recommendations of the Interchange Committee and we can eliminate this discussion by having them first agree among themselves."

Meetings of the General Yardmasters' Association.

Secretary reads:

Wiggins Ferry Co.
East St. Louis Connecting Railway.
St. Louis Transfer Railway.

St. Louis, January 7, 1908.

Mr. W. C. Downing, President,
Central Association of Railroad Officers,
Terre Haute, Ind.

Dear Sir: The General Yardmasters' Association, if properly attended by representatives of the different lines on both sides of the river, would, in my opinion, accomplish good in more ways than one. The fact of their meeting, exchanging ideas and getting better acquainted with one another, creates a better feeling all around and that feeling promotes results.

I have been told it is a hard matter to get a quorum at the meetings. No doubt there are times when it is hard for some of them to get away from their work to attend. I will venture they could at other times attend, but do not make a special effort to do so. When they can possibly attend they ought not stay away. If it is the wish of the Superintendents that the General Yardmasters' Association be kept alive it will be necessary for them to instruct General Yardmasters to attend the meetings regularly, or to have one of their assistants there to represent them.

I would like to have the matter brought up at the next Central Association meeting to get the views of Superintendents of lines having General Yardmasters in St. Louis and East St. Louis.

Respectfully,

(Signed) Chas. Burlingame.

Minutes of General Yardmasters' meeting, held on January 4th, were also read and ordered filed.

Mr. Kearney: I move that the Secretary be requested to call attention of all Superintendents to the importance of the General Yardmasters' meetings in order to bring about better attendance.

Mr. Somerville: I second the motion.

Carried.

C. P. & St. L. Objecting to Revised Grain Door Rules.

Secretary reads:

Chicago, Peoria & St. Louis Railway Co.
Springfield, Ill., December 30, 1907.

Mr. J. Rothschild, Secretary.

Central Association of Railroad Officers,
St. Louis, Mo.

Dear Sir: Replying to yours of the 17th inst., in regard to the handling of grain doors at East St. Louis. We can not accept your new rule as we have no way to check grain doors. The old rule is perfectly satisfactory to us.

Yours truly,

M. D. Schaff,
Superintendent.

Mr. Taussig: I do not understand Mr. Schaff's letter. Evidently he was not present at the last meeting when the revised rules were discussed. The arrangement with the Merchants' Exchange is such that Mr. Schaff is more fully protected under the new rule than the old one. Under the old rules the elevators were not required to make any report of the grain doors they use, while under the new rule we have the assurance of all elevator men that they would make such report. In other words, Mr. Schaff is more fully protected under the new rules than under the old.

Mr. Schaff: I will look into the matter further.

**Changing Name of Maintenance of Equipment Committee in
By-laws.**

Mr. Taussig introduced resolution, seconded by Mr. Kearney, to change the name "Maintenance of Equipment Committee" in Article 11 of the By-laws to "Interchange Committee."

Carried and so ordered.

Furnishing Labor to Load and Unload Carload Freight.

Secretary: Following is report of Special Committee:

Louisville & Nashville Railroad Company.

St. Louis, December 27, 1907.

Mr. W. C. Downing, President,
Central Association of Railroad Officers,
St. Louis, Mo.

Dear Sir: Your Committee appointed at meeting of the Association December 13th for the purpose of bringing about uniformity in discontinuing the practice of furnishing labor to help load and unload carload freight, begs leave to report as follows:

A meeting was called for and held in the office of the Chairman of the Committee on the afternoon of December 17, 1907, which resulted in the following resolution being unanimously passed, viz:

Moved, That the Chairman of this Committee make an appointment for the Committee to meet with the traffic representatives of the Southern Railway, the Mobile & Ohio Railroad, the Illinois Central Railroad and the L. & N. Railroad, for the discussion of the subject, with the view of having these roads join all other St. Louis and East St. Louis Lines in discontinuing the practice of furnishing labor to load and unload carload freight on team track."

Pursuant to above, a meeting between the Committee and the freight traffic representatives of the lines mentioned, was arranged for and held in the Southern Freight Association rooms at 10:30 a. m., December 27, 1907, the representation being as follows:

M. & O. R. R., J. M. Denyven, G. F. A.; A. L. Pollard, L. F. A. (for Mr. E. W. Moore). I. C. R. R., C. L. Ewing, Gen'l Superintendent; A. E. Clift, Superintendent; Chas. W. Shaw, Asst. M. of T.; R. O. Wells, L. F. A.; B. J. Rowe, A. G. F. A. L. & N. R. R., John Fitzgerald, Supt. Terminals. Southern Ry., C. D. Morris, A. G. F. A.; J. F. Sheridan, Supt. Terminals.

Mr. John Fitzgerald occupied the chair.

It was announced by all present at this meeting that in the event the movement is made uniform in its operation as regards all other East St. Louis and St. Louis Lines, the roads represented would discontinue the practice of furnishing labor to load and unload carload freight. It was the sense of the meeting, however, that regularly recognized wagon transfer companies should be given thirty days' notice prior to the effective date of the discontinuance of such assistance.

Yours truly,

John Fitzgerald, Chairman,
A. E. Clift,
E. W. Moore,
J. F. Sheridan.

Secretary: The Clover Leaf, you will recall, had not voted on this proposition. After wiring them a number of times finally received the following telegrams from General Superintendent Houlahan:

(Chicago, Jan. 8th.) Your message date. We issued instructions, effective Oct. 1st, to discontinue the furnishing of help to load and unload carload freight on terminal tracks at St. Louis and East St. Louis.

(Chicago, Jan. 9th.) Your wire 8th. We are investigating and will advise later as to position of the

Clover Leaf Railroad in regard to furnishing labor to load and unload freight.

After some further discussion of the subject Mr. Kearney introduced the following resolution:

Resolved, That it is the sense of the Association that the practice of furnishing labor to load and unload carload freight be discontinued February 28th, providing uniformity can be obtained, and that the Secretary be instructed to communicate with the Clover Leaf with a view to definitely obtaining their position in the matter.

Mr. Coakley: I second the motion.

Carried.

Report of Interchange Committee.

Secretary reads:

St. Louis, January 3, 1908.

Report of Interchange Committee.

Mr. W. C. Downing, President St. Louis Division,
Central Association of Railroad Officers.

Dear Sir: The Interchange Committee met on this date at 9:00 a. m., the following members being present: Mr. J. A. Somerville, Mr. J. E. Mechling, Mr. J. F. Carbery, Mr. J. E. Taussig and Mr. Chas. Waughop, Chief Interchange Inspector.

On motion of Mr. Mechling, seconded by Mr. Somerville, Mr. J. E. Taussig was elected Chairman of the Committee for the ensuing year.

With reference to resolution passed November 8th in regard to amendment to Section B, Rule 43, and the action of the Association at its meeting on December 13th, rescinding said resolution, the Committee decided that they would pass upon all cases handled under this resolution by the Chief Interchange Inspector up to, but not including, December 13th, except that no case against the Southern Railway would be considered that had been passed upon by the Chief Inter-

change Inspector on or after December 12th, said date being the date of the Southern Railway Company's notice to the Association that they would not be bound by this resolution.

The Committee further decided it would not pass on any case, regardless of date, that may be brought to its attention after this meeting.

Terminal Railroad Association v. Chief Interchange Inspector.

On November 16, 1907, the Chief Interchange Inspector carded B. & E. car 785 for one Chicago knuckle broken new against the Merchants Bridge, there also being damage on the same end to draft timber. The Terminal Association took exception to this carding, contending that claims for such defects should not be encouraged. The Chief Interchange Inspector decided that under M. C. B. Rule No. 48 and Interchange Rule No. 50, he was obliged to card the defect against the Terminal, as the defects on the knuckle were new and formed the combination. The Committee sustained the action of the Chief Interchange Inspector as being fully covered by M. C. B. rule 48 and local rule 50.

Wabash v. C. P. & St. L.

On June 30, 1907, the Chief Interchange Inspector issued transfer card in favor of the C. P. & St. L. against the Wabash on M. & O. car 3636 on account of the following defects: Two end posts, two corner posts and one end plate broken out "A" end. Inspection record of the car shows that same was delivered by the M. & O. to the Wiggins Ferry Company June 27th with two end posts broken; Wiggins Ferry to Wabash June 27th with two end posts and one corner post broken. When the car was delivered to the Wabash, they wired the M. & O., asking for disposition as the car did not belong to them and received request on June 30th from the M. & O. to return the car to the Wiggins Ferry for the C. P. & St. L. Inspection record of the car when delivered by the Wabash to the Wiggins Ferry June 30th shows two end posts, two corner posts and one end plate broken out new. While the combination was formed at the time the car was delivered by the Wiggins Ferry to the Wabash, at the same time those

repairs under M. C. B. rules could have been made in less than twenty-four hours. The additional defects on return of the car to the Wiggins Ferry by the Wabash show that repairs would have taken twenty-eight hours.

The Committee feels it is unjust to hold a line handling a car in error responsible for cost of transfer on account of defects which do not show evidence of rough handling and, therefore, recommend that the following addition be made to Rule 43, Section B:

“Except where cars are delivered to a line in error and such car is ordered returned, the line at fault for delivering car in error should be held responsible for the cost of transfer provided car does not show evidence of rough handling by the line or lines, handling the car on account of such error.”

The Committee further feels that the Wabash not being interested in the movement or receiving any road revenue for handling the car, the cost of transfer in this case should be borne by the M. & O.

The Committee, after considering other matters in connection with interchange inspection, adjourned at 12:01 p. m.

Respectfully,

J. E. Taussig,
Chairman Int. Com.

Mr. Kearney: I move that the report be received.

Mr. Coakley: Second the motion.

Mr. Kearney: I would like to ask about how often such a case (Wabash v. C. P. & St. L.) is likely to occur?

Mr. Waughop: That is the second time in twenty-five years.

Mr. Kearney: This being the case I question whether it is advisable to change our rules. It is an injustice to make the Wabash pay for that transfer, still I do not quite see why they should recommend a change in the rule on account of a thing that is only liable to take place twice in twenty-five years.

Mr. Somerville: There is something in Mr. Kearney's re-

marks, but the general impression of those present at the Interchange Committee's meeting was that there were a great many of these cases which did not come to the chief inspector's attention or to the attention of the Superintendents or the Interchange Committee. We had quite a discussion of the subject.

Mr. Meehling: The principal object in submitting that rule was simply to take care of cases which might come up in the future and make our rules more complete than they are at the present time.

Chairman: If the report is adopted it will require a three-fourths vote of the members before we change the rule.

Mr. Coakley: I think it is unnecessary to change the rule.

Mr. Somerville: The rule as it now reads is rigid, not elastic enough.

Mr. Taussig: The Committee bases its decisions on the rules. We can only interpret the rules as we see them.

Chairman: With other Arbitration Committees their decisions practically become rules or precedents.

Mr. Kearney: I would like to ask Mr. Taussig if he has really paid this bill.

Mr. Taussig: I have not paid the bill and I put the case up to the Committee because I knew it would have to finally go there for a decision. The Committee feels that the Wabash should not be held responsible.

Mr. Kearney: I move that the report of the Committee be approved with the exception of the part relating to the amendment of this rule, and that the roll be called on the amendment to the rule.

Mr. Coakley: I second the motion.

Carried.

Vote on adoption of amended rule: B. & O. S. W., No; C. & A., Not voting; C. P. & St. L., No; C. B. & Q., Yes; C. C. C. & St. L., Yes; I. C. R. R., No; L. & N. R. R., No; M. K. & T.,

Yes; M. P. Ry., Yes; Vandalia, Yes; Southern, No; T. R. R. A., No; Wabash, Yes; Wiggins, No; St. L. S. W., Yes; St. L. & S. F., No; C. & E. I., No. Yeas, 7. Noes, 9.

Chairman: The Noes have it; the amendment is lost.

Representation on Executive Committee.

Letter was read from General Secretary Fetter requesting the appointment of a member to represent this Division on the Executive Committee of the General Body. Chairman appointed Mr. Charles Burlingame to represent the St. Louis Division and Mr. Fetter was advised to that effect.

Proposed Change in Delivery of Outbound Shipments at Freight House.

Committee granted further time.

Improving Railway Messenger Service.

Committee granted further time.

Maximum Allowance to Elevators for Grain Doors.

Committee granted further time.

Secretary's Financial Statement.

Secretary submitted the following statement of expenditures for the year 1907:

Central Association of Railroad Officers.

Secretary's Financial Statement.

Summary of Expense, Central Association of Railroad Officers, Year 1907.

Month.	Cent. Assn. Proper. Amount. Per Member.		Int. Car Inspection. Amount. Per Member	
January	\$108.56	\$4.34	\$1125.29	\$43.28
February	67.03	2.68	1105.00	42.50
March	57.02	2.28	1199.35	46.13
April	63.85	2.55	1139.00	43.81
May	70.82	2.95	1198.70	47.95
June	64.31	2.68	1130.75	45.23
July	60.58	2.42	1140.25	44.73
August	58.19	2.23	1099.50	40.73
September	60.94	2.34	1242.93	46.03
October	58.51	2.25	1051.10	38.93
November	68.78	2.64	1179.50	43.69
December	73.25	2.81	1056.25	39.12
Total	\$811.84	\$29.22	\$13667.62	\$522.13

Summary.

Central Association Proper.

Bills of General Secretary	\$209.39
Expense of Holding Meetings	30.00
Freight and Express Charges	16.65
Postage	13.00
Stationery and Printing	42.50
Mimeograph Supplies	13.50
Telegrams	2.70
Two Volumes Bound Proceedings	3.00
Typewriter Repairs	1.10
Secretary's Salary	480.00
Total	\$811.84

Interchange Car Inspection.

Salaries	\$12240.00
Stationery and Printing.....	1179.25
Coal	51.42
Telephone Rental	125.00
Insurance	12.50
Water Cooler	2.25
Attending Conventions	54.00
Repairs of Heater	3.22
<hr/>	
Total	\$13667.62

Respectfully submitted,

J. Rothschild,
Secretary-Treasurer.

Approved:

Chas. Burlingame, Chairman,

Jno. Fitzgerald,

J. E. Taussig,

Executive Committee.

Mr. Kearney: Move that report be received and printed in the minutes.

Mr. Taussig: Second the motion.

Carried.

Chairman appointed the following Standing Committees for the year 1908:

Transportation Committee: J. J. Coakley, Chairman; A. E. Clift; E. F. Kearney.

Maintenance of Way Committee: H. Baldwin, Chairman; J. B. Carothers; J. F. Sheridan.

Car Service Committee: John Fitzgerald, Chairman, R. D. Miller; A. E. Boughner.

Arbitration Committee: E. F. Kearney, Chairman; H. L. Reed; J. B. Carothers.

There being no further business meeting adjourned at 11:45 a. m.

W. C. DOWNING,
Chairman.

J. ROTHSCILD,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division
of the Central Association of Railroad Officers held at 621 Shukert
Building, Kansas City, Mo., Monday, Jan. 13th, 1908.

The meeting was called to order at 3:30 p. m., by President Cummings, with the following representatives present:

A. T. & S. F. Ry.....	D. S. Farley.....	Superintendent.
A. T. & S. F. Ry.....	H. N. Calderwood.....	G. F. C. D.
C. & A. R. R.....	A. J. Isaacks..	Foreman Mech. Dept.
C. B. & Q. R. R.....	J. P. Cummings....	Superintendent.
C. B. & Q. R. R.....	G. S. Wilbur..	Gen. Fore'n Mech. D't.
C. G. W. Ry.....	E. B. McConahy.....	Gen'l Agent.
C. M. & St. P. Ry.....	W. L. Richards....	Superintendent.
C. R. I. & P. Ry.....	H. R. Saunders....	Superintendent.
C. R. I. & P. Ry.....	Geo. McDonald..	Foreman Car Dept.
K. C. Southern Ry.....	J. P. Spivey.....	Supt. Car Service.
M. K. & T. Ry.....	E. J. Lambert....	Supt. Terminals.
Mo. Pacific Ry.....	C. E. Carson.....	Superintendent.
St. L. & S. F. R. R.....	E. D. Levy....	Sup. Transportation.
St. L. & S. F. R. R.....	J. H. Doggrell.....	Car Accountant.

St. L. & S. F. R. R..... J. G. Lorton..... Superintendent.

Union Pacific Railroad.. Not represented.

Wabash Railroad..... Not represented.

K. C. Belt Ry..... Not represented.

K. C. N. W. R. R..... C. E. Carson.

L. K. & W. Ry..... Not represented.

Q. O. & K. C. R. R..... W. J. Stoneburner.. Superintendent.

St. J. & G. I. Ry..... C. E. Hedrix..... Train Master.

Mr. F. W. Trapnell, Chief Interchange Inspector, Kansas City, Mo.

President: The minutes of the October and November meetings have been printed and distributed. If there are no objections, they will stand approved as printed.

Reports of Committees.

Revision of Rules.

Secretary: The rules as adopted at the last meeting have been printed and distributed. The Committee, however, has not been discharged.

Mr. Carson: I move that the Committee on Revision of Rules be discharged.

Mr. Spivey: I second the motion.

Motion put to vote and carried.

Interchange Inspection.

Proceedings of the Regular Monthly Meeting of Standing Committee on Interchange Inspection held Tuesday, January 7, 1908.

The following were present:

A. T. & S. F. Ry.....	H. N. Calderwood.....	G. F. C. D.
C. & A. Ry.....	A. J. Isaacks.....	Foreman M. D.
C. B. & Q. R. R.....	G. S. Wilbur..	Gen'l Foreman M. D.
Mo. Pac. Ry.....	W. C. Smith.....	M. M.
C. R. I. & P. Ry.....	Geo. McDonald.....	G. F. C. D.
St. L. & S. F. R. R.....	W. N. Stahl.....	G. F. C. D.
Union Pacific R. R.....	C. L. Peebles.....	G. F. C. D.

Mr. F. W. Trapnell, Chief Interchange Inspector, Kansas City, Mo.

The meeting was called to order at 11:00 a. m., by the Secretary.

This being the first meeting of the newly elected Committee, and on account of some of the members being late in arriving, Mr. G. S. Wilbur was appointed temporary Chairman.

The minutes of the last meeting were read and approved.

Monthly Report of Business Handled.

The Chief Interchange Inspector's Monthly Report of Business was read, showing an increase of 17,406 cars handled, as compared with the same period last year, and an increase of 3,936 cars over the preceding month.

Additional Assistant Inspector.

Attention was called by the Chief Interchange Inspector to a long drawn-out controversy between the Frisco, C. M. & St. P. and the Armour car lines, with reference to responsibility covering certain defects existing on A. R. L. Car No. 7621, explaining that under the present method of handling it is necessary for each road to send an Inspector to the packing houses frequently to check up claims covering wrong repairs, etc., and when the Inspectors of the Railroad Companies and private car owners can not agree, the Joint Inspector's office is called on to adjust and settle the claim. This, he claims, could be avoided by a Joint Inspector visiting these packing plants daily and checking all claims.

The question of putting on an additional Assistant Inspector to properly cover the territory generally, and to better protect the roads in the packing house districts, and avoid the necessity of each line having to send their Inspectors to adjust claims, disputes, etc., was discussed, and on motion of Mr. Calderwood, it was the recommendation of the Committee that the Chief Interchange Inspector be authorized to employ an additional Inspector.

Change in Rules.

The Chief Interchange Inspector called attention to the new interchange rules, effective January 1, 1908, omitting old rule No. 7, as follows:

In case a car in need of repairs has been overlooked by an Inspector at an interchange point, and the car delivered, it may be repaired by the receiving road upon an order from the Chief Interchange Inspector, provided the defects are discovered within the switching limits of Kansas City. The order of the Chief Interchange Inspector must accompany the bill against the road delivering the car.

And suggested that the new rules be amended accordingly

The Committee discussed the matter informally, and it was resolved that no change be made in the new rules.

Issuing Cards for Consequential Damage.

The Chief Interchange Inspector asked to be advised in regard to his issuing cards covered by Section 5 of Article IV, new rules:

Should a car be delivered with car owner's or old defects, and the line receiving damage it further, causing a combination denoting unfair usage, the receiving line will be responsible only for the damage done by it.

The Standing Committee recommended that the Chief Interchange Inspector in issuing defect cards applicable to the rule referred to that such cards be stamped: "This card issued in accordance with Sec. 5 of Art. IV, Local Agreement."

Southwestern Car Foremen's Association Recommendation in Regard to Changes in the Rules.

The following letter from Secretary Cook, of the Southwestern Car Foremen's Association, was read:

The Southwestern Car Foremen's Association at the last meeting moved to recommend that Sec. 2 of Art. 7 of the old rules be incorporated in the new rules.

It was further moved that Article III be amended as follows:

Appeals from decision of the Chief Interchange Inspector, all parties interested in appeals shall have the privilege of appearing before the Standing Committee.

Sec. 2. Appeals from the decision of Standing Committee to the Association for final action.

It was the sense of the Association that two of the Standing Committee should be from the operating department rather than all mechanical men.

It was resolved by the Standing Committee that no change be made in the new rules, effective January 1, 1908.

Disputed C. & A. Bill No. 89343.

Disputed C. & A. Bill No. 89343 covering charge against the Union Pacific for \$186.90 based on authority of defect card issued by Chief Interchange Inspector.

Briefs were presented by the Union Pacific and C. & A. Railroads in the above case to the Standing Committee for its decision. The papers in the case were read and discussed at length, and it was resolved that the Standing Committee sustain the decision of the Chief Interchange Inspector as to bill for repairs to the car (O. S. L. 5302) in question, it being the opinion of the Committee that arbitration case 581, quoted by Mr. Fuller, of the C. & A., was applicable to the case. The Committee also considered in rendering its decision, the statement made by the C. & A. to the effect that the car was not derailed at time of accident.

Election of Chairman.

The election of permanent Chairman was the next matter to come before the meeting, and resulted in the election by unanimous vote of Mr. G. S. Wilbur for Chairman for the ensuing year.

There being no further business, the meeting adjourned.

J. H. Ashley,

Secretary.

G. S. Wilbur,

Chairman.

President: You have heard the report of the Standing Committee on Interchange Inspection. What is your pleasure?

Mr. Carson: I move that the Committee's report be received.

Motion seconded, put to vote and carried.

President: The report of the Committee is now before you. What will you do with the first recommendation, that an additional Inspector be employed?

Mr. Carson: It is rather unfortunate that the Standing Committee found it necessary at this time to ask for another man for any purpose, when all of the lines with which I am familiar are trying so hard to make retrenchments. I would like to ask Mr. Trapnell if in asking for this additional Inspector he can make a corresponding reduction.

Mr. Trapnell: No, sir; I can not.

President: Mr. Wilbur, would the additional Inspector enable you to make any reduction in your inspection force?

Mr. Wilbur: It is not so much the question of reduction in force, or the increase in the force of the Joint Inspector, as it is to have a Joint Inspector available at all times. We should have a more thorough check than we do of all claims. There are days that we can not get to all the various repair yards in Kansas City, and for that reason I think that if the Joint Inspector has this assistant he could make these rounds. When we are called on for a man to check up claims for damaged cars with the packing houses we send the Foreman of Inspectors there on telephone calls, and often when our man gets there they say that the repairs have been made. We have had two calls so far today, and they were not so the Inspector could make one trip cover both, and it took him half a day. There is no doubt in my mind that every railroad in Kansas City would be gainer if the additional man were employed.

Mr. Lorton: We expect to make some changes next week in the switching arrangements at Packing Town, and I would

like to look into this a little bit, and I therefore move that the question be passed until the next meeting.

Mr. Farley: I do not think we should entertain the employing of additional men now.

Mr. Carson: I do not think so either, in the face of a declining business.

Mr. Spivey: I agree with Mr. Lorton, and second his motion.

Motion put to vote and carried.

Issuing Cards for Consequential Damage.

President: What will you do with the recommendation in regard to issuing card for consequential damage and stamping same? If there are no objections, we concur in the recommendation of the Standing Committee.

No objections offered.

Disputed C. & A. Bill 89343.

President: What will you do with the recommendation of the Standing Committee in regard to C. & A. Bill 89343?

Mr. Carson: I move that this Association approve the decision of the Standing Committee.

Mr. Saunders: I second the motion.

Motion put to vote and carried.

Unfinished Business.

Sending Clerks to Check Outbound Carload Shipments.

Secretary: At the last meeting I was instructed to complete the canvass in regard to sending Check Clerks to check

outbound carload freight. Nine of the roads have advised that they were not and will not send clerks, and four advise that they will send Check Clerks.

Mr. Richards: Since the last meeting I have been instructed to send Check Clerks.

President: I think that all railroads who for any reason can not or will not be bound by the rules in effect should notify the Secretary, so that he can print the exceptions in each book of proceedings.

Mr. Farley: I make a motion to that effect.

Mr. Carson: I second the motion.

Carried.

Dispute Between K. C. Sou. and Frisco in Regard to K. C. S. Bill 11577.

Secretary: The question of dispute between the K. C. Southern and Frisco came up at the last meeting, but as the K. C. Southern was not represented the matter was held over until this meeting. The question is in regard to a bill rendered against the Frisco by the Kansas City Southern for service performed by the St. J. & G. I. Railway, a road which is not a member of the Interchange Inspection Agreement, but a tenant of the Kansas City Southern.

Mr. Lorton: I will say that the whole question is, should a road not a member of the Inspection Agreement be entitled to the benefits and privileges without paying for them?

President: The question as I see it is, has the Kansas City Southern the right to give the privileges of the Interchange Agreement to its tenant lines?

Mr. Spivey: We take the car and transfer is necessary. Our facilities are overtaxed, and we get the Grand Island to transfer the car for us. I don't see that any one is concerned as to who does the transferring for us.

Mr. Saunders: I move that the Association sustain the Frisco in their contention that the Kansas City Southern can not absorb the charges of another railroad not a member of the Interchange Inspection Agreement.

Mr. Lorton: I second the motion.

President: The motion is that the Kansas City Southern can not extend to its tenant lines not members of the Interchange Inspection Agreement the privileges and protection of the Inspection Agreement.

Motion put to vote and carried.

Correspondence.

Representative on Executive Committee.

Secretary: In accordance with a request from Mr. O. G. Fetter, General Secretary, to advise name of person who would represent the Kansas City Division on the Executive Committee this year, Mr. C. E. Carson, Superintendent of the Mo. Pacific, was appointed and Mr. Fetter so advised.

Topics for Discussion by Executive Committee.

Secretary: On request of the General Secretary, a letter was sent out to all members of the Kansas City Division, asking that they each furnish a topic for discussion at the meeting of the Executive Committee, which will be held early in January. Only two advised subjects that they would like to have discussed. Mr. Farley, of the Santa Fe, suggested, "Who is responsible for damages when engine goes onto foreign lines' tracks and gets into trouble account condition of tracks?" Mr. Rider, of the Kansas City Belt Ry., suggested the following: "What is the cost of switching on terminals?"

These two subjects were forwarded to the General Secretary.

Handling of and Responsibility for Leaky Cars Containing Liquids.

Secretary read a letter from General Secretary Fetter in regard to getting uniform action in all Divisions in regard to handling cars of liquids in leaky condition.

The question was discussed informally and found to be of sufficient importance to warrant the appointing of a Committee to draft a rule covering. Messrs. Farley, of the Santa Fe.; Wilbur, of the C. B. & Q., and Lorton, of the St. L. & S. F., were appointed on the Committee.

New Business.

President: Now that the rules provide that roads may be represented by mechanical representatives, as well as operating officials, the Secretary has asked me to suggest that the Superintendents advise him the names of all mechanical men to whom they wish notices of the meetings sent, and he will see that they are notified of all meetings of the Association.

List of Roads Giving Notice of Non-observance of Certain Rules, Per Resolution Adopted March 12, 1906.

Interchange Inspection Agreement—K. C. Belt Ry., L. K. & W. Ry., K. C. N. W. R. R., Q. O. & K. C. R. R. and St J. & G. I. Ry.

Resolution No. 7—Charge for Special Switch, C. B. & Q. R. R.

Resolution No. 14—Cars run by Elevators, C. B. & Q. R. R., C. M. & St. P. Ry.

Resolution No. 15—Cars Partly Loaded and Switched to Finish Loading, C. B. & Q. R. R., C. M. & St. P. Ry.

Resolution No. 23—Car Rental, C. B. & Q. R. R., C. M. & St. P. Ry.

Resolution No. 28—Loading L. C. L. Freight at Industries Prohibited, Mo. Pacific Ry.

Resolution No. 32—Allowance to Elevators for Grain Doors, C. G. W. Ry.

There being no further business, the meeting adjourned.

Date of the next regular meeting, February 10, 1908.

J. H. ASHLEY,

Secretary.

J. P. CUMMINGS,

President.

LOUISVILLE DIVISION.

Proceedings of Regular Monthly Meeting of the Central Association of Railroad
Officers, Louisville Division, held at the office of Secretary, 702
Columbia Building, Jan. 13th, 1908.

The meeting was called to order at 2:20 p. m. by President
Taylor, with the following representatives present:

B. & O. S.-W. Not represented.
C. & O. Not represented.
C., C., C. & St. L. Not represented.
C., I. & L. W. H. Newman Supt. Terminals.
I. C. A. H. Egan Superintendent.
I. C. T. L. Downs Division Agent.
L. & N. C. J. Klein Supt. Terminals.
L. & N. C. H. Rae Master Mechanic.
L. H. & St. L. R. Cayce Car Accountant.
P., C., C. & St. L. B. W. Taylor Superintendent.
Southern C. G. Walker Superintendent.
K. & I. B. & R. R. Co. Not represented.

Reading of Correspondence.

Secretary: We have here a letter from Mr. O. G. Fetter, General Secretary of Central Association of Railroad Officers, as follows:

I have been requested by President Mulhern to request any or all members of your Division to suggest topics for discussion before the Executive Committee meeting to be held in January. Will you kindly lay this before your members and give me an early reply?

Chairman: The Chairman invites the individual members to comply with this request.

Secretary: Here is another letter, under date of January 11th, from the same source:

I am in receipt of the following correspondence:

“Herewith I hand you communication received from Mr. J. R. Cavanagh, Supt. Frt. Trans., C., C., C. & St. L. Ry. Will you be kind enough to take this matter up with the other Divisions, asking for uniform action with all divisions. I will take this up at the next meeting of this Division.

“(Signed) J. D. Berry,

“Secy. Columbus Division.”

The letter referred to by Mr. Berry follows:

With all due respect to the action of the Columbus Division, November 15, 1905, I still think that this is a matter that should be handled the same by all lines, and everybody interested be instructed so as to avoid any chance of unnecessary loss of freight caused by leakage, and also unnecessary switching of cars back and forth loaded with liquors. The agreement is best covered by Rule No. 41 of the St. Louis Interchange Rules, which reads as follows:

“When a shipment of liquids is received in a leaky condition, immediate action by 'phone, to be confirmed in writing, shall be given the delivering line, and the receiving line shall at once take measures to stop such leakage, making transfer if necessary, and ascertaining, by weighing, amount of loss up to such time; the party at fault to be responsible for any expense incurred under this clause.”

I should be pleased to have the other Divisions take this matter up with view of uniformity.

Will you accordingly lay the matter before your Division?

Chairman: Unless there is some objection, it seems to the Chair that the subject-matter of the communication is one properly to be considered by the Transportation Committee of this Association. There being no objections, we will therefore refer it to the Transportation Committee No. 1, with the request that they report with recommendations, if any are demanded.

Secretary: I have here a letter from Mr. Cavanagh, regretting that he cannot come to this meeting.

Secretary: Here is a communication from Mr. W. H. Newman, Supt. Term., C. I. & L. Ry., under date of December 27th, as follows:

By request of our Superintendent at Chicago, I enclose you his letter addressed to your Association, dated the 23d, giving the facts with reference to “Per Diem,” which I shall be glad if you will have submitted to the members of the Executive Committee.

Kindly advise us of their views at earliest convenience, and oblige.

Mr. Sucese's letter of December 23d follows:

I herewith respectfully refer to you, for a decision as to responsibility for Per Diem, a case as outlined

herein. Your opinions in this case will be very much appreciated:

Car St. L., S. & W., 175.

Received at Louisville August 30th.

Received at Chicago September 2, 1907.

Covered by Louisville way-bill X-1637.

Car billed at 61,700 lbs.

Consignee refused to pay on this basis. Car re-weighed, and found to weigh 58,300 lbs. On September 24th, twenty-two days after receipt of car, our agent was authorized by our General Freight Department to collect on basis of this weight and file claim for relief.

About September 13th our General Freight Department took up with the delivering line at Louisville. The said delivering line refused to reduce the charges to basis of our Chicago weights, except by handling through the Claim Department, this company being unable to collect car service from consignee on account of car being billed in error.

If I have not made myself clear in this matter, please advise, and I will go more into details.

Secretary: I replied to Mr. Newman, under date of December 28th, as follows:

Acknowledging receipt of your valued favor of December 27th, File P-1021, enclosing letter from Mr. Sucose of December 23d.

You understand that we have no Executive Committee of this Joint Agency, but I will take this matter up at the next meeting of the Association, and get their opinion, as requested by Mr. Sucose.

Chairman: If it is agreeable to the meeting the Chair will instruct the Secretary to answer this communication, and say that it is the sense of this meeting that this Association is without authority to adjudicate such a question, and that, from discussion, it would appear that Rule No. 10 of the American

Railway Association applies directly to the case in question. That will dispose of the communication and leave us without taking sides in the matter.

Secretary: Here is another communication from Mr. Newman under date of January 9th:

I am just in receipt of Proceedings of the November meeting. Under the head of "New Business," I don't think you have made the subject clear. I don't think you have worded it in a way as it was the understanding of myself and other members present at the meeting.

You have confined the subject entirely to the question between our line and the L. & N., when it was understood, and the wording of the resolution, as stated by Mr. Taylor, which I did not have written at the time, was to the effect that all lines present fully agreed that Rule No. 7, as set forth in "Per Diem Reclamation Rules," covered the case, and reclaim would be recognized in all such cases.

Chairman: Reply to Mr. Newman that it is the sense of the meeting that action by this Association, with reference to an enforcement of the rules, is outside of its authority, and that Rules 6 and 7 of this Association, taken in connection with Rule 5 of the American Railway Association, clearly defines the general practice and that recommended to be followed by this Association.

Secretary: That is all the correspondence.

Reports of Committees.

The Committees on Interchange of Cars and Interchange of Equipment at Kentucky Public Elevator and Hub, in the absence of the Chairmen, and no reports with the Secretary, were granted further time.

Election of Officers.

The following officers were nominated by Mr. Cayce, and unanimously elected:

Mr. B. W. Taylor, President; Mr. C. G. Walker, Vice-President; Mr. J. C. Loomis, Secretary-Treasurer.

President Taylor then appointed the following committees for the ensuing year:

No. 1. Transportation Committee—C. G. Walker, Chairman, W. S. Moore, C. J. Klein.

No. 2. Committee on Maintenance of Way—J. C. Hagerty, Chairman, W. M. Mitchell, W. H. Newman.

No. 3. Maintenance of Equipment Committee—A. M. McCracken, Chairman, A. H. Egan, J. C. Hagerty.

No. 4. Car Service Committee—C. J. Klein, Chairman, C. G. Walker, B. W. Taylor.

No. 5. Executive Committee—W. S. Moore, Chairman, A. H. Egan, J. C. Hagerty.

Meeting adjourned at 3:30 p. m.

B. W. TAYLOR,
President.

J. C. LOOMIS,
Secretary.

DETROIT DIVISION.

Minutes of Meeting, Jan. 21st, 1908.

Present:

Wabash R. R..... J. J. Sim..... President.
L. S. & M. S. Ry..... T. W. Niles..... Vice-President.
L. S. & M. S. Ry..... H. J. Merrick..... S. F. T.
M. C. R. R..... D. S. Sutherland..... D. S.
P. M. R. R..... J. P. Atkins..... C. S. A.
G. T. R..... J. C. McFadzean..... Agent.
D. T. & I. Ry..... J. H. Fraser, Supt., represented by
Proxy, Mr. D. S. Sutherland.
D. T. S. L. R. R..... Not represented.

Meeting called to order by the President, Mr. J. J. Sim.

Reading of minutes of previous meeting dispensed with.

Election of officers.

Election of President.

Ballot was taken, the result being a majority of votes in favor of Mr. J. J. Sim, and he was thereby elected President for the ensuing year.

Election of Vice-President.

Ballot was taken, the result being a majority of votes in favor of Mr. T. W. Niles, and he was thereby elected Vice-President for the ensuing year.

Election of Secretary.

Ballot was taken, resulting in Mr. E. S. Maxwell being unanimously elected Secretary for the ensuing year.

Weighing of Cars.

It was stated by one member that where a shipper had his cars weighed upon his own private scale, both light and heavy, and the railroad company used the weight as ascertained on the private scale, the shipper, therefore, felt that no charge should be made for the weighing of this load. It was further stated that it was the understanding that this matter was now in the hands of Mr. Paul P. Rainer, Chief Inspector of the Joint Rate Inspection Bureau.

It was moved and supported that the Secretary write Mr. Paul P. Rainer relative to the charge for weighing cars where the weight is used for billing purposes by the road receiving the haul, and inquire as to what action has been taken in the matter. Carried.

Entertainment Committee.

The Secretary stated that the balance (\$32.82) of the amount subscribed for the entertainment of the Central Association of Railroad Officers had been distributed to the various roads.

**Annual Meeting Executive Committee of the Central
Association of Railroad Officers.**

Letter was read from Mr. O. G. Fetter, General Secretary, relative to discussion of topics by the Executive Committee, to be held in January, but the Detroit member, Mr. D. S. Sutherland, on account of sickness was unable to attend.

Inspection of Cars Containing Liquids in Packages Leaking.

Letter was read from Mr. O. G. Fetter, General Secretary, dated January 11, 1908, relative to this matter, and after a full discussion it was suggested that this be placed in the call for the next meeting, at which time it would be taken up further.

Grain Doors.

Letter was read from Mr. J. J. Sim, relative to distributing grain doors to their rightful owners, and after the matter was discussed it was suggested that the Secretary take the matter up with the Toledo and Cleveland Associations, with view of ascertaining as to how this matter was handled in their territory, and advise at the next meeting.

**Chief Joint Car Inspectors' and Car Foremen's Association
of America.**

Letter was read from Mr. H. Boutet, President of the Chief Joint Car Inspectors' and Car Foremen's Association of America, under date of December 31, relative to this Association, and asking as to whether or not this Association had the support of the Detroit Division, Central Association of Railroad Officers, and as to whether or not the Detroit Division would be agreeable to sending a representative to their meetings.

The matter was discussed, and it was moved and seconded that the communication be laid upon the table. Carried.

Adjourned.

J. J. SIM,
President.

DENVER DIVISION.

**Meeting of the Central Association of Railroad Officers, Denver Division, held in
Room 19, Union Depot, Denver, Colorado. Friday, Jan. 10th. 1908.**

Meeting called to order at 2:00 p. m. by the President,
Mr. Brewer, with the following members present:

Colo. & Sou. Ry.....	S. S. Morris.....	Supt.
Colo. & Sou. Ry.....	H. E. Renick.....	Ass't Supt.
C. R. I. & P. Ry.....	A. T. Abbott.....	Supt.
C. R. I. & P. Ry.....	V. H. Hagelbarger....	Train Master.
Colo. Mid. Ry.....	J. C. Vining.....	Gen'l Supt.
D. & R. G. R. R.....	A. F. Brewer.....	Supt. Trans.
D. & R. G. R. R.....	W. A. Knerr.....	Agent.
D. & R. G. R. R.....	H. W. Ridgway..	Master Mechanic.
U. P. R. R.....	A. F. Vickroy.....	Supt.
U. P. R. R.....	J. F. Barron.....	Agent.
U. P. R. R.....	E. F. Fay.....	Master Mechanic.
A. T. & S. F. Ry.....	Not represented.	
C. B. & Q. Ry.....	Not represented.	
D. N. W. & P. Ry.....	Not represented.	
Missouri Pacific Ry.....	Not represented.	
Colo. & Wyo. Ry.....	Not represented.	

The reading of minutes of meeting held December 13 was dispensed with at this meeting.

The Secretary read a communication from Mr. O. G. Fetter, General Secretary of the Central Association of Railroad Officers, as follows:

Cincinnati, Ohio, Dec. 19, 1907.

To the Secretaries of Divisions,

Central Ass'n of Railroad Officers.

Dear Sirs:—I have been requested by President Mulhern to request any or all members of your Division to suggest topic for discussion before the Executive Committee meeting to be held in January. Will you kindly lay this before your members and give us an early reply?

Yours very truly,

O. G. Fetter,
Gen'l Secretary.

The following communication was received from Mr. Geo. R. Simmons:

Denver, Colo., January 8, 1908.

Mr. W. E. Backensto, Acting Secretary,

Central Ass'n of R. R. Officers,

Room 2, Union Depot, Denver, Colo.

Dear Sir: Acknowledging your notice of the 6th inst. of meeting to be held Friday, 10th inst., I regret to advise that important matters will call me out of town tomorrow, and I will not be able to be present.

Yours truly,

Geo. R. Simmons,
Ass't Gen'l Manager.

President: Any Committee reports?

Secretary: No Committees out.

President: Then we are ready for the new business. We would like to hear from any members who have a subject to suggest, as requested by Mr. Fetter, Gen'l Secretary.

Mr. Morris: I presume the subject is to be discussed by them.

President: That is it.

This question was discussed at considerable length. Upon motion made and duly seconded and carried the Secretary was instructed to submit the following topic:

How best to facilitate the handling of carload freight at junction points, cars being transferred from one road to another with delivery of waybill or other data necessary to forwarding.

President: Mr. Hill, our late Secretary, having died on January 1, 1908, created a vacancy, which we shall now proceed to fill. Are there any nominations?

Nomination and unanimous election here followed, resulting in the election of Mr. W. E. Backensto.

Mr. Backensto: I do not know how to express my thanks, for I hardly expected myself to be elected to that important office, and should not really consider myself in line for it. I imagine that probably you thought because I acted in that capacity a few times, when Mr. Hill was away, that perhaps that fact induced you to elect me to the office.

I feel that I have had a hard proposition put up to me to follow in Mr. Hill's footsteps, but should it be your pleasure that I act as Secretary, I will be glad to promise you to do it to the best of my ability.

Just at present, and for the last couple of months, I have had my hands so full with my regular duties, as well as a great many others, that I have not had as much time to give to the Central Association as I would like to have had; however, I believe now I have matters so arranged that I will have more time to devote to the interests of this Association.

I thank you for the honor.

Secretary: We will have to apologize for not electing a new Executive Committee at the last meeting.

President: A very difficult position to hold is that of the

Executive Committee, and in view of the fact that Mr. Abbott and Mr. Bristol are overworked and away from town so much, I will appoint for the ensuing year Mr. Morris, Mr. E. E. Young, Mr. F. R. Rockwell.

Secretary: I have here a letter sent in at the request of Mrs. Hill.

Denver, Colo., January 10, 1908.

To the Members of the C. A. of R. R. Officers,
Room 19, Union Depot, Denver, Colo.

Dear Sirs: As a personal friend of the family of your late Secretary, Mr. E. E. Hill, I desire to express for Mrs. Hill her deep appreciation and sincere thanks for the beautiful floral emblem sent by the Central Association of Railroad Officers and their kindness for attending the funeral services in a body.

Yours very truly,

Margaret E. Williams.

President: I believe at this time it is right and proper that we should adopt resolutions from the Association, expressing our sorrow at the loss of Bro. Hill.

The Secretary was instructed to prepare the following resolutions in due form, after which a copy be sent to the family and the same spread upon the minutes of this meeting.

Resolved, Whereas, it has pleased Almighty God to remove from our midst our late Secretary and co-laborer, Mr. E. E. Hill, and by his death this Association has sustained an irreparable loss and the bereaved family a kind, considerate and indulgent husband and father; be it therefore

Resolved, That the Central Association of Railroad Officers do hereby extend to the family of the deceased our sincere and heartfelt sympathy in their affliction; and be it further

Resolved, That these resolutions be drafted and a copy of them forwarded to the family, and that these resolutions be spread upon the minutes of the meeting of this Association.

President: It seems to me that it would be in order to have a motion made that a vote of thanks be extended to the ex-President, Mr. Simmons, notifying him that his services were much appreciated, and expressing the thanks of the Association for the same.

Motion was made, seconded and carried and the Secretary was instructed to so comply.

The matter of transferring the old accounts and to close up our late Secretary's accounts was left in the hands of the President and the Secretary.

Mr. Morris: I make a motion that Mr. Hilliker, Supt. of the Union Depot and Railway Company, be made an honorary member of this Association.

Carried.

President: We would like to have a few remarks from Mr. Hilliker.

Mr. Hilliker: I can only thank you for the compliment paid me. Not being exactly in the railroad business, I am always interested, and particularly interested in the matter of waybills and transfers, which Mr. Brewer understands where we were before. I will always be glad to meet with you and learn a little something as I go along.

Applause.

There being no further business the meeting adjourned.

Date of next regular meeting February 14.

A. F. BREWER,

President.

W. E. BACKENSTO,

Secretary.

OMAHA DIVISION.

**Proceedings of the Regular Meeting of Central Association of Railroad Officers,
held at the Paxton Hotel, Wednesday, Dec. 18th 1907.**

Meeting was called to order by President Nichols, the following representation being present:

C., B. & Q. R. R. Co.....	E. Bignell.....	Superintendent.
C., B. & Q. R. R. Co.....	J. Dietrick	Master Mechanic.
C., B. & Q. R. R. Co.....	Wm. Baird	Of Mech. Dept.
C. & N. W. Ry. Co.....	C. H. Reynolds.....	Superintendent.
C. G. W. Ry. Co.....	L. M. Shipley.....	Superintendent.
C. G. W. Ry. Co.....	J. M. Ellis	General Agent.
C., M. & St. P.	W. B. Foster	Superintendent.
C., St. P., M. & O.	F. E. Nichols.....	Superintendent.
C., R. I. & P. Ry. Co.	D. Burleigh	Asst. Supt.
C., R. I. & P. Ry. Co.	W. Osborne	Master Mechanic.
Ill. Cent. R. R. Co.	C. A. Menafee...	Gen'l Yardmaster.
Mo. Pac. Ry. Co.	M. Loftus	Local Frt. Agent.
Mo. Pac. Ry. Co.	L. J. Miller	Master Mechanic.
Mo. Pac. Ry. Co.	H. J. McClure	Of Mech. Dept.
Union Pac. Ry. Co.	T. J. Foley.....	Supt. Terminals.

Union Pac. Ry. Co. Wm. R. McKeen . . Supt. Mot. Power.

Union Stockyards Co. Not represented.

Wabash R. R. Co. J. E. Stumpf Superintendent.

Wabash R. R. Co. L. F. Carter Trainmaster.

Wabash R. R. Co. J. A. Dacey Master Mechanic.

There being no objections, the minutes of the last meeting were approved as sent out.

Communications.

Ft. Dodge, Ia., Dec. 12, 1907.

Mr. J. O. Linton,

Secretary Central Association of Railroad Officers,
Omaha, Neb.

Dear Sir: Your letter of the 9th inst., relative to rules adopted by the Association for the interchange of cars at South Omaha and Council Bluffs.

The Illinois Central is ready to adopt these rules, provided all other lines entering above named points adopt them.

Yours truly,

F. M. Jones,
Superintendent.

Moberly, Mo., Dec. 11, 1907,

Mr. J. O. Linton,

Secretary Central Association of Railroad Officers,
Omaha, Neb.

Dear Sir: I have yours of December 9th in regard to rules governing the interchange of cars at Omaha, South Omaha and Council Bluffs.

So far as this company is concerned, we have been complying with the rules.

I expect to be present at the meeting on December 18th, at which time I hope this matter will be definitely arranged.

Yours truly,

J. E. Stumpf,
Superintendent.

South Omaha, Nov. 21, 1907.

Mr. F. E. Nichols,
President Central Association of Railroad Officers,
Omaha, Neb.

Dear Sir: At the next meeting of the Association it seems to me that it would be a good thing to have an expression of opinion from the members present, with regard to the handling of defective safety appliance cars that constitute a violation of the law. For instance, while Rule 1 of the Interchange Circular states that such cars must not be offered in exchange, it is, nevertheless, a fact that they are frequently found upon our receiving tracks, and I presume all of the members have similar experience, and it seems to me that there should be some universal practice with regard to the handling of such cars—whether or not the road that places the car is to switch it out and make the repairs, or the receiving road switch it out and return it to the delivering road. The latter practice, I understand, is a violation of the law, and yet it is what the Stockyards Company, and, I presume, others are doing, to a greater or lesser extent.

Yours truly,
J. H. Brady,
Superintendent.

Omaha, Neb., Nov. 26, 1907.

Mr. J. H. Brady,
Sup't Union Stockyards Co.,
South Omaha, Neb.

Dear Sir: Replying to your favor of the 21st inst., I am inclined to think that this is a matter that each railroad concerned should handle according to their own judgment. It is a violation of the Interstate Commerce Rules to place a car on a transfer track that has a defective safety appliance. This is a penalty defect, and the company found doing this is liable to a fine of not less than \$100.00 in each case. Rule 1, in my opinion, is superfluous in the Interchange Rules, as it should be an iron-clad law with all companies. If a car with penal-tied defects is placed on your tracks you are subject to a fine

if you switch the car out and make the repairs. It is your duty, as the receiving line, the way I understand it, and according to our practice, to switch the car back to the delivering line. I am very sure that if the delivering line is caught in this practice by interstate commerce inspectors they will be severely dealt with.

Yours truly,
F. E. Nichols,
President.

Report of Committee.

The committee appointed to investigate conditions at delivery tracks at N Street, South Omaha, reported at our last meeting, and it was the sense of this report that track facilities at that point were inadequate to properly handle the business. The Secretary was instructed to ask the Superintendent of the Union Pacific to come to our next meeting with information as to what relief might be expected at that point.

Mr. Foley reports that plans are being made to increase facilities, with a view to bettering conditions at delivering tracks at N Street, South Omaha, but that he was not at liberty at this time to divulge the plans.

Interchange Rules.

The question of interchange rules was brought up at this time. The Mechanical Departments had been requested to be represented at this meeting. Considerable discussion was had regarding interchange rules at Omaha, South Omaha and Council Bluffs, and, in order to get a set of rules that would be agreeable to both the Mechanical and Operating Departments, the following motion was made and carried:

Moved, That a committee comprised of three members of the Superintendents of Motive Power, and three members of the Superintendents' Association,

be appointed to draft a set of rules governing the interchange of cars at Omaha, South Omaha and Council Bluffs, or amend the present rules, and that this committee report at our next regular meeting.

The following committee was appointed:

For the Superintendents of Motive Power—Union Pacific Railroad Company, Illinois Central Railroad Company, Chicago & Northwestern Railway Company. For the Superintendents' Association—Mr. E. Bignell, Superintendent, C., B. & Q. R. R. Co.; Mr. W. E. Brooks, Superintendent, Mo. Pac. Ry. Co.; Mr. C. L. Brown, Superintendent, C., R. I. & P. Ry. Co.

Mr. William R. McKeen, Jr., Superintendent of Motive Power and Machinery of the Union Pacific, was appointed Chairman of the committee.

Bills.

Bills to the amount of \$62.50, for Omaha Division's proportion of the operating expense, were approved for payment.

Meeting adjourned to meet January 15, 1908.

J. O. LINTON,
Secretary.

F. E. NICHOLS,
President.

OMAHA DIVISION.

**Proceedings of the Regular Monthly Meeting of the Omaha Division of the
Central Association of Railroad Officers, held at the Paxton
Hotel, on Wednesday, Jan. 15th, 1908.**

Meeting was called to order at 2:15 p. m. by the President.

The following representation being present:

C. B. & Q. R. R.....Not represented.
C. N. & W. Ry.....W. J. Smith.....Local Agent.
C. G. W. Ry.....Not represented.
C. M. & St. P. Ry.....Not represented.
C. R. I. & P. Ry.....C. L. Brown.....Superintendent.
C. R. I. & P. Ry.....D. Sullivan..T. M. C. R. I. & P. Ter.
C. St. P. M. & O. Ry.....F. E. Nichols.....Superintendent.
Ill. Cent. R. R.....F. M. Jones.....Superintendent.
Mo. Pac. Ry.....T. E. Brooks.....Superintendent.
Union Pac. R. R.....Not represented.
Union Stock Yards.....J. H. Brady.....Superintendent.
Wabash R. R.....M. G. Carter.....Train Master.

Chairman: Have we a quorum?

Secretary: We have.

Chairman: If there is no objection to the minutes of ~~the~~ the previous meeting as printed and sent out they will stand approved.

No objections.

Communications.

Cincinnati, Ohio, December 19, 1907.

To the Secretaries of Divisions,

Central Ass'n of R. R. Officers.

Dear Sir: I have been requested by President Mulher ~~to~~ to request any or all members of your Division to suggest ~~the~~ topics for discussion before the Executive Committee meeting to be held in January. Will you kindly lay this before your members and give me an early reply?

Yours very truly,

O. G. Fetter,
General Secretary.

Mr. Brown: I move that the Secretary be requested to write each member and ask for immediate reply, giving him any topics for discussion they care to have brought before the Executive Committee.

Mr. Brooks: I second the motion.

Carried and so ordered.

Cincinnati, Ohio, Jan. 11, 1908.

To Secretaries of all Divisions,

Central Association, General.

Dear Sirs: I am in receipt of the following correspondence:

Herewith I hand you communication received from Mr. J. R. Cavanagh, Supt. Freight Transportation C. C. & St. L. Ry. Will you be kind enough to take this matter up with the other Divisions, asking them for uniform action with all Divisions?

(Signed) J. D. Berry,
Secretary, Columbus Div.

The letter referred to by Mr. Berry follows:

With all due respect to the action of the Columbus Division, November 15, 1905, I still think that this is a matter that should be handled the same by all lines, and everybody interested be instructed so as to avoid any chance of unnecessary loss of freight caused by leakage, and also unnecessary switching of cars back and forth loaded with liquids. The agreement is best covered by Rule No. 41, of the St. Louis Interchange Rules, which reads as follows:

When a shipment of liquids is received in a leaky condition, immediate action by phone, to be confirmed in writing, shall be given the delivering line, and the receiving line shall at once take measures to stop such leakage, making transfer, if necessary, and ascertain by weighing amount of loss up to such time, the party at fault to be responsible for any expense incurred under this clause.

I should be pleased to have the other Divisions take this matter up with a view of uniformity.

Will you accordingly lay this matter before your Division?

Yours very truly,
O. G. Fetter,
General Secretary.

Secretary was instructed to reply that this point is covered by Rule 3, of our Interchange Rules, which reads as follows:

Loaded cars offered in interchange must be accepted with the following exceptions: C. Leaky tanks.

Report of Committee.

The Committee appointed at our last meeting reports as follows:

Omaha, Neb., January 9, 1908.

Mr. J. O. Linton,

Sec'y C. A. of R. R. Officers, Omaha, Neb.

Dear Sir: Your letter of January 8 received.

As stated in telephone conversation with you today, we have had some difficulty in getting this Committee together. I have been extremely busy and some of my staff have been sick, which has occasioned some delay. However, the matter is being followed up, and I think we will be able to have the Committee meet so that report can be made at the February meeting of your Association.

Yours truly,

Wm. R. McKeen, Jr.,

Supt. M. P. & M. U. P. R. R.

Mr. Jones: As we have been nearly three years in endeavoring to get together on a set of Interchange Rules at Omaha, South Omaha and Council Bluffs, and as this Committee will have had sixty days to draft a set of rules, I move that this Committee be instructed to report at our next meeting.

Mr. Brown: I second the motion.

Carried.

Secretary instructed to communicate with this Committee.

Bills.

Bills to the amount of \$63.85 for operating expenses for the month of January were approved for payment.

New Business.

Claims for Loss and Damage.

Mr. Jones: I believe our claims for loss and damage could be greatly reduced if we could prevail upon the merchants

to exercise more caution in packing and boxing, and I think a good way to get them to cooperate with us would be to have them meet with us and go over the matter fully.

Mr. Smith: As conditions now exist a great many of the merchants hold their shipments to the last moment, hoping to get an additional order before delivering to the station. This causes a congestion the last half hour or so, and makes additional expense in maintaining extra force to take care of the last rush and sometimes causes delays. It has been suggested that a stamp be provided to stamp hour of delivery on all shipments delivered after a certain hour, that it might have a tendency to secure more prompt delivery.

Mr. Jones: I believe a great deal of good could be accomplished by having members of the Freight Agents' Association and Sub-Committee of the Western Trunk Line Committee meet with us and discuss matters of interest to all. I move that we invite members of these Associations to meet with us at our next meeting.

Mr. Smith: I second the motion.

Carried.

Meeting adjourned to meet February 19.

J. O. LINTON,
Secretary.

F. E. NICHOLS,
President.



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Central Association

... of ...

Railroad Officers Proceedings.

 **February.** 

Cincinnati Division.

Indianapolis Division.

Columbus Division.

Toledo Division.

Denver Division.

Peoria Division.

St. Louis Division.

Kansas City Division.

Louisville Division.

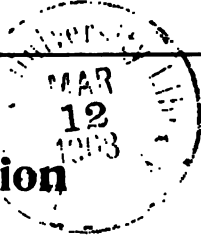
Detroit Division.

Omaha Division.



1908.

**C. J. Krehbiel & Co., Printers,
Cincinnati, Ohio.**



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CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



FEBRUARY.



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1908.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

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DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions

CENTRAL ASSOCIATION.

J. W. MULHERN, President.
R. S. QUIGLEY, 1st Vice-President.
D. S. SUTHERLAND, 2d Vice-President.
O. G. FETTER, General Secretary-Treasurer.

DIVISIONS.

E. C. TOMLINSON,.....	President.....	Cincinnati Division
J. M. SCOTT.....	"	Indianapolis "
W. B. WOOD.....	"	Columbus "
T. B. FOGG.....	"	Toledo "
S. M. RUSSELL.....	"	Peoria "
W. C. DOWNING.....	"	St. Louis "
J. P. CUMMINGS.....	"	Kansas City "
B. W. TAYLOR.....	"	Louisville "
J. J. SIM.....	"	Detroit "
A. F. BREWER.....	"	Denver "
F. E. NICOLS.....	"	Omaha "
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H. B. REYNOLDS.....	"	Indianapolis "
OTTO SCHROLL.....	"	Columbus "
T. A. SWEENEY.....	"	Toledo "
W. J. DAVIS.....	"	Peoria "
E. F. KEARNEY.....	"	St. Louis "
J. E. STUMPF.....	"	Kansas City "
C. G. WALKER.....	"	Louisville "
T. W. NILES.....	"	Detroit "
A. T. VICKROY.....	"	Denver "
E. BIGNELL.....	"	Omaha "
O. G. FETTER.....	Secretary.....	Cincinnati Division
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
H. M. ELLIOTT.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
JULIUS ROTHSCCHILD.....	"	St. Louis "
J. H. ASHLEY.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
E. S. MAXWELL.....	"	Detroit "
W. E. BACKENSTO.....	"	Denver "
J. O. LINTON.....	"	Omaha "
O. G. FETTER.....	Treasurer.....	Cincinnati Division
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
H. M. ELLIOTT.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
JULIUS ROTHSCCHILD.....	"	St. Louis "
J. H. ASHLEY.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
E. S. MAXWELL.....	"	Detroit "
W. E. BACKENSTO.....	"	Denver "
J. O. LINTON.....	"	Omaha "

CINCINNATI DIVISION.

**The Regular Monthly Meeting of the Central Association of Railroad Officers
Cincinnati Division, was held in Room 10 Carew Building,
Cincinnati, Ohio, Tuesday, February 11th, 1908.**

The representation was as follows:

B. & O. S-W. R. R..... C. E. Pierret Chief Clerk.
C. & O. Ry..... Not represented.
C. C. & L. R. R..... W. B. Allen Trainmaster.
C. H. & D. Ry..... T. A. Sweeney Superintendent.
C. H. & D. Ry..... G. H. Waldo Supt. Car Service.
Cinti. Nor. R. R..... Not represented.
C. N. O. & T. P Ry..... E. C. Tomlinson Car Acct.
C. & M. V. R. R..... R. C. Barnard Superintendent.
C. C. C. & St. L. Ry..... R. R. Harris Car Acct.
L. & E. Ry..... Not represented.
L. & N. R. R..... Not represented.
N. & W. Ry..... Not represented.
P. C. C. & St. L. Ry..... R. C. Barnard Superintendent.
P. C. C. & St. L. Ry..... S. L. Mider Trainmaster.

The meeting was called to order by President Tomlinson
at 11:20 a. m.

The minutes of the previous meeting were approved as printed.

Loaded Cars in Leaking Condition.

Attention was called to a communication from the Chairman of the committee having this subject under consideration, asking for further time. The committee was granted further time.

Subject for Discussion at Annual Meeting.

Attention was called to the action of the Executive Committee of the general Association, taken at their meeting on January 20, 1908, assigning to this Division the subject of "Uniformity of Practice at all large Terminals" on which subject it is expected that this Division shall prepare a paper to be read at annual meeting to be held at Peoria, Ill., October 14, 15 and 16, 1908:

Mr. Barnard, **Moved**, That Mr. E. P. Goodwin, General Superintendent, C. & O. Ry., be appointed a committee of one to prepare a paper on the subject of "Uniformity of Practice at all large Terminals" to be read at the next annual meeting to be held at Peoria, Ill., October 14, 15 and 16, 1908.

The above motion was duly seconded and carried.

**Reduction in Expenses of the Cincinnati Car
Service Association.**

Attention was called to a letter received by the Secretary from Mr. Kearney of the B. & O. R. R., and one from Mr. Wolff to Mr. Barnard, in regard to the expenses of the Cincinnati Car Service Association.

Mr. Fetter stated that in accordance with instructions from the Chairman of the Standing Committee on Car Service, the salaries and expenses of the Car Service Association had been reduced, effective February 1, 1908. He also stated that the monthly report of the Car Service Association, with the consent of the interested lines, might be discontinued and save the expense of printing same.

Mr. Barnard, **Moved**, That the Secretary submit a statement showing the percentage of decrease in the cost of conducting the Car Service Association, using the month of January, 1908, as a basis for such statement, and further:

Moved, That the Manager of the Car Service Association is hereby authorized to discontinue the issuance of his monthly report for the present.

The above motions were duly seconded and carried.

Trap or Ferry Cars Used in Handling L. C. L. Shipments

Mr. Pierret called attention to the regulations as to charge for handling trap or ferry cars loaded at some industry within the vicinity of Cincinnati with L. C. L. freight and brought into Cincinnati depot for reloading. He stated that the B. & O. S-W. would like to know if all lines were complying with the provisions of Central Freight Association Information No. 8395 and Series A. No. 2099.

Mr. Barnard, **Moved**, That the B. & O. S-W. be advised that this Association is of the opinion that it is not within our province to handle this matter, and that it be taken up by the B. & O. S-W. with the Cincinnati Freight Committee.

The above motion was duly seconded and carried.

The meeting adjourned at 11:40 a. m.

E. C. TOMLINSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

The Regular Meeting of the Indianapolis Division of the Central Association
of Railroad Officers was held in Indianapolis Union Station,
2 o'clock P. M. Monday, February 24, 1908.

President J. M. Scott, called the meeting to order with
the following representation:

C. C. C. & St. L. Ry.....	R. R. Harris	Car Accountant.
P. & E. R. R.....	J. F. Ward	Car Service.
C. H. & D. Ry.....	J. M. Scott	Superintendent.
C. H. & D. Ry.....	G. H. Waldo	Supt Car Service.
C. I. & L. Ry.....	A. J. O'Reilly	General Agent.
Indianapolis Southern....	L. W. Baldwin	Superintendent.
Indianapolis Union Ry...	A. A. Zion	Superintendent.
Indianapolis Union Ry...	J. E. Merion	Auditor.
L. E. & W.....	M. P. Deniston	Superintendent.
Vandalia Railroad.....	J. W. Coneys	Superintendent.
P. C. C. & St. L. Ry.....	H. B. Reynolds	Trainmaster.

The minutes of the previous meeting stood approved.

On motion, the regular order of business was suspended
for the purpose of electing a Secretary-Treasurer to serve

during the ensuing year. On motion, Mr. G. B. Staats was unanimously elected to fill the position.

Unfinished Business.

Practice of handling molasses, vinegar, etc., in carload lots—action to be taken when in damaged condition. The Secretary read the following papers:

Indianapolis, Ind., Jan. 13, 1908.

Mr. F. J. Barr, Secretary,

I. F. C., Indianapolis, Ind.

Dear Sir: Pursuant with the action taken at the meeting of the Central Association of Railroad Officers held Monday, January 6, 1908, the Secretary was directed to refer to you the enclosed communication from Mr. J. R. Cavanagh, Superintendent Freight Transportation of the Big Four, in regard to practice of handling carload freight, such as molasses, vinegar, etc.

Will you kindly obtain the necessary information as to the practice of our Indianapolis roads and advise the Secretary at your earliest convenience?

Yours truly,

G. B. Staats, Secretary.

Indianapolis, Ind., Jan. 22, 1908.

Mr. G. B. Staats, Secretary,

C. A. of R. R. Officers, Indianapolis.

Dear Sir: Yours of Jan. 13, with copy of letter from Mr. J. R. Cavanagh, Superintendent Freight Transportation of the Big Four, regarding the practice of handling carload freight such as molasses, vinegar, etc., when received from connecting lines in a damaged condition, was informally discussed at meeting of Indianapolis lines Monday Dec. 20, and the members were universally of the

opinion that this matter should be referred to the claim departments of the respective lines or to the claim agents association, as they are no doubt in a better position to answer the inquiry than anybody else.

Yours truly,

F. J. Barr, Secretary.

The Chair called for statements from the several members present as to the practice in vogue on the respective roads. It developed that the practice was not uniform. In some instances the receiving line accepts the car with contents in a damaged or leaking condition, notifying the delivering line of the facts, and proceeds without delay to recover the barrels or transfer the lading, depending on the extent and nature of the damage, the question of extra expense incurred being left for adjustment with the delivering road after the lading had been placed in shape and car forwarded to destination. With the other roads the line of procedure being just the reverse, i. e., the receiving road refusing the car and returning it to the delivering road for necessary repairs and adjustment of the lading. No further action was taken on this matter, it being left open for future consideration.

Reading Correspondence.

The following communication was submitted:

Indianapolis, Ind., Jan. 22, 1908.

Mr. G. B. Staats, Secretary,

C. A. of R. R. Officers, Indianapolis.

Dear Sir: Several years ago your Association issued a list of consignees using side tracks in and adjacent to the city of Indianapolis.

It is proposed and generally concurred in by Indianapolis lines, members of the Indianapolis Freight Committee, that a similar list be again issued by your Association in conjunction with the

Indianapolis Joint Switching Tariff. The purpose of this list is to include all of the side tracks, whether shown in the Indianapolis Switching Tariff or not, to be used by the yards to facilitate switching and delivery of cars. It was suggested that this list should be of convenient hip pocket size and that the rate for switching should be eliminated.

The Big Four are issuing a list similar to the one suggested above (see copy attached) and it is my understanding that the Big Four road will discontinue this issue if there is a joint issue by your Association.

Will you kindly present the matter for views of your members, advising conclusion reached?

Yours truly,

F. J. Barr, Secretary.

It was a question with some of the members as to the utility of such a record or list, while others were of the opinion that such a list would be of great assistance to switchmen when assembling cars in cuts for delivery to connecting lines; the switchmen could determine at a glance at the list just where or in what yard certain private tracks were located, and switch the cars into cuts accordingly. Attention was also called to the fact that a similar list of consignees using side tracks had formerly been in use, the list having been prepared and issued by this Association for several years; that owing to the Freight Committee embodying practically the same information in the Switching Tariff, it was decided that the latter would answer all purposes, and the issuing of the small folder by this Association was abandoned about four years ago.

On motion, the Chair was empowered to appoint a Committee of two to confer with the Freight Committee and ascertain just what is desired, and report at the next meeting. The President appointed Messrs. A. J. O'Reilly and H. B. Reynolds to serve on this Committee.

Topics for 1908 Annual Meeting.

The Secretary read a communication from General Secretary O. G. Fetter, containing a list of subjects assigned to the various Divisions, the topic assigned to the Indianapolis Division being "The Handling of Through Freight in Designated Trains."

It was the sense of the meeting that this was an interesting proposition, and that it would be agreeable for this Division to accept the subject. After a general expression it was decided, on motion, that Mr. H. B. Reynolds be appointed to prepare a paper treating on this subject, it being understood that Mr. Reynolds should have the liberty to call on members for any assistance in the way of suggestions, etc., as he may see fit.

The attention of the members was also invited to another subject on the second page of Mr. Fetter's letter, viz: "Settlement for Car Hire on Junction Interchange Balances instead of on Per Diem for each Individual Case." In view of the importance of this subject it was suggested that the members be prepared to discuss the merits of the proposed basis for settling car hire at the March meeting. In this connection the Secretary was requested to arrange for the Car Service Superintendents or Car Accountants of various roads to be present at the March meeting, and participate in the discussion.

Application of Rule 9 at Terre Haute, Indiana.

The Secretary reported that a copy of the resolution adopted at the January meeting pertaining to the E. & T. H. dissenting from the application of Rule 9, had been transmitted to Mr. J. O. Crockett, and submitted two letters from Mr. Crockett including copies of correspondence with Mr. J. R. Cavanagh, Superintendent Freight Transportation of the Big Four. Inasmuch as Mr. Cavanagh, who brought the

matter before the Association, was absent, it was decided on motion, to lay the papers on the table until the next meeting; the Secretary to notify Messrs. Cavanagh and Crockett of the action taken.

Proposed Charge of \$2.00 on All Cars Reconsigned.

Indianapolis, Ind., Jan. 13, 1908.

Indianapolis Freight Committee,

Mr. F. J. Barr, Secretary,

Indianapolis, Indiana.

Dear Sir: Pursuant with action taken at the meeting of the Central Association of Railroad Officers, Indianapolis Division, the Secretary was directed to transmit to your Committee a copy of resolution adopted at the regular meeting of this Association held in Indianapolis Union Station, Monday, January 6, 1908, pertaining to proposed charge of \$2.00 to be made for each car reconsigned at Indianapolis, reading as follows:

Resolved, That it is the general opinion of this Association that this is a traffic matter, and that the papers be laid on the table for the present. However, it is to be understood that the Indianapolis Division goes on record as advocating and desiring the \$2.00 charge for reconsigning cars to be made to apply to grain as well as all other commodities.

In order that you may fully understand the full text of the situation, I attach copy of a circular letter addressed to all Superintendents, under date of October 14, 1907, setting forth the reasons why the charge of \$2.00 per car should be made for all cars reconsigned at Indianapolis.

Will you be good enough to bring this matter to the attention of your Association at your next meeting?

Yours truly,

G. B. Staats, Secretary.

Indianapolis, Ind., Jan. 22, 1908.

Mr. G. B. Staats, Secretary,

C. A. of R. R. Officers, Indianapolis. Ind.

Dear Sir: Your favor Jan. 13, with copy of resolution adopted by your Association, October 7, proposing a charge of \$2.00 to be made for each car reconsigned or diverted at Indianapolis, was presented at meeting of the Indianapolis Freight Committee, Monday, January 20.

The proposition was generally approved, excluding coal, also through billed track grain, or such grain as passes through elevators, public or private, or grain warehouses, which is under the supervision of the Joint Rate Inspection Bureau.

The question of charge on coal is now a matter of conference between the Big Four and Pennsylvania Lines, hence final consideration was deferred pending result of said conference.

Yours truly,

F. J. Barr, Secretary.

It was the consensus of opinion that the reply of the Freight Committee was not satisfactory, believing that position taken did not meet the exigencies of the case, and would in no wise tend to relieve the situation. It was deemed proper to obtain the reasons leading the Freight Committee to assume its position, and with that in view the Secretary was directed to send a special invitation to the members of the Indianapolis Freight Committee to attend the March meeting of this Association for the purpose of having a full expression on the question under consideration.

Printing Meeting Notices.

Indianapolis, January 25, 1908.

Central Association of Railroad Officers,
City.

Dear Friends: Believing that the meetings of Lodges, So-

ties, and all fraternal organizations are of news importance to our readers, the "Star" desires to establish a column or more of "Meeting Notices," that it may become a medium of communication between the officers of the various organizations and their members. We have, therefore, concluded to publish such meeting notices absolutely free, during the next six months or more. Once these columns have become established, the result will be a considerable saving in postage and stationery expense to you.

We shall consider it a personal favor if you will send or fill us the notices of your meetings in four or five lines regularly from this date.

Yours very truly,
The Indianapolis Star,
William A. Hungerford, Adv. Mgr.

S.—Will you kindly have this letter read at your next regular meeting for the information of your members, and greatly oblige,
The Star.

Indianapolis, January 27, 1908.

The Indianapolis Star,
Mr. William A. Hungerford,
Advertising Manager.

Dear Sir: Received your letter of January 25, 1908, in reference to publishing notice of meetings of this Association. We have to advise that the matter will be brought up before the next regular meeting.

G. B. Staats, Secretary.

It was not apparent to the members present that the publication of the time of the meetings would be of any advantage, and the Secretary was asked to reply to the effect that the Association did not care to avail itself of the courtesy extended.

Committee Reports.

Switching at Plant of E. O. Atkins.

Chairman Reynolds reported progress and asked until next meeting to complete his report, which was granted.

Controversy between L. E. & W. and P. C. C. & St. L.—Per Diem on Vandalia Car No. 11287.

On account of forced absence of Chairman Cavanagh, further time was granted the Committee.

New Business.

Attention was called to certain Gravel Companies located on the Belt Railway having a decided advantage over Gravel Companies located elsewhere, due to the former being required to pay only \$2.00 for use of car and \$1.00 switching charge, total \$3.00, for having a car moved from its plant to an industry also located on the Belt, while the latter (the Gravel Companies) located off the Belt and desiring to do business with concerns located on the Belt, were compelled to pay a charge of \$5.00 on each car switched, (\$2.00 for use of car, \$2.00 switching charge and \$1.00 Belt trackage). It was readily conceded that on the face of the statement it seemed unfair, and would sooner or later lead to charges of discrimination on the part of some of the roads.

This raised the question as to whether or not the charge now made by the Belt Railway was adequate to meet the actual expense incurred, not only in the switching of gravel, but all other commodities.

For the purpose of getting at the facts and arriving at a proper solution, the Secretary was on motion, directed to

communicate with Mr. J. E. Merion, Auditor of the Union Railway Company, as to the charges now being made for switching cars between industries located on the Belt Railway: On what basis are the charges made? Are they sufficient to cover the actual expense? If not adequate, what charge or revision should be made in the present switching rates to avoid performing the service at an actual loss? The Secretary to report the result at the next meeting.

Interpretation of Per Diem Rule No. 7.

The question was raised as to the meaning of the word "actual" in Per Diem Rule No. 7. In other words, is it the intent of this Rule to make reclaim for the maximum time allowed—three days—by Per Diem Rule No. 7; or shall reclaim be based on the actual time car stood on repair tracks?

It was decided on motion, to refer Rule No. 7 to the Per Diem Committee, and request an interpretation of the Rule, having special reference to the word "actual."

This completing the business, the meeting adjourned.

J. M. SCOTT,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Minutes of Regular Meeting Columbus Division, Central Association of Railroad
Officers, held in Room 398, Union Depot Arcade, Columbus,
Ohio, Wednesday, February 12th, 1908.**

In absence of President and Vice President, Mr. L. Ohliger was unanimously chosen President Pro tem, and called the meeting to order at 1:45 p. m., with the following representation:

B. & O. R. R.....	J. F. Irwin	Superintendent.
C. A. & C. Ry.....	W. B. Wood	Superintendent.
C. C. C. & St. L. Ry.....	W. G. Bayley	Superintendent.
Hocking Valley Ry.....	R. S. Quigley	Superintendent.
P. C. C. & St. L. Ry.....	L. Ohliger	Superintendent.
T. & O. C. Ry.....	H. E. Speaks	Superintendent.

Mr. Wood, of the C. A. & C., was represented by Mr. Ohliger, and Mr. Speaks, of the T. & O. C., by Mr. Quigley.

Visitors: Mr. C. L. Johnson, Agent B. & O. R. R., Mr. H. M. Patton, Agent, Big Four.

Minutes of the previous meeting were read by the Secretary and approved as read and published.

Unfinished Business.

To increase intermediate switching reclaim at Columbus from one-half to one day.

Secretary announced result of letter ballot ordered at last meeting as follows:

Yes.

C. C. C. & St. L. Ry.

P. C. C. & St. L. Ry.

Penna. Co.

T. & O. C. Ry.

Hocking Valley Ry.

N. & W. Ry.

No.

C. A. & C. Ry.

The B. & O. R. R. did not vote.

Chairman announced motion carried.

Interchange of Live Stock Shipments at Columbus.

As ordered at last meeting, Secretary announced that he had searched the records for action taken by this Association relative to receiving live stock, and found that no action had been recorded.

After considerable discussion, which developed consensus of opinion that there should be some uniform action taken at Columbus establishing a time limit for delivery of live stock in advance of expiration of legal time limit stock might be held in cars, it was moved, seconded and carried, That, owing to the very light attendance at this meeting the subject be held over until next meeting in order that those members who might care to do so could take the matter up for legal advice.

Carload Liquids in Packages Leaking.

The subject having been referred to the General Secretary that he might take it up with all Divisions with a view to having uniform action taken, the Secretary was instructed to inquire of the General Secretary what progress was being made, and what, if any, action had been taken by other Divisions.

Reading of Correspondence.

Secretary read minutes of meeting Columbus Terminal Yard Masters' Association held January 20, 1908, and they were ordered filed.

Paper to be prepared and read at Annual Meeting by Representative of this Division.

Secretary read communication from the General Secretary announcing that the Executive Committee, Central Association of Railroad Officers, at meeting held at Cincinnati, Ohio, January 20, 1908, had assigned to this Division the selection of a member to prepare papers to present at Annual Meeting on subjects as follows: "Handling of Cars through Terminal Yards," "A. B. C. Rules for Handling Trains."

On motion duly seconded and carried Superintendent Blake, of the N. & W. Ry., was selected to prepare paper on subject "A. B. C. Rules for Handling Trains," and the Secretary instructed to so notify Mr. Blake.

New Business.

Elimination of Saturday half-holiday in computing free time on L. C. L. shipments.

On motion subject was laid over until next meeting.

Bill in the sum of \$12.28, this Division's proportion of **exp**ense of Central Association of Railroad Officers for the **mon**th of January, was approved and ordered paid.

Adjourned 2:40 p. m.

L. OHLIGER,
President Pro tem.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held in Room No. 916 Nicholas Building, Toledo, Ohio,
Thursday, February 13th, 1908.**

Meeting called to order at 11:00 a. m. by President T. I. Fogg.

The following members present:

C. H. & D. Ry.....	T. A. Sweeney	Superintenden
C. H. & D. Ry.....	G. H. Waldo	Supt. Car Servic
C. H. & D. Ry.....	E. F. Holbrock	Agen
C. C. C. & St. L. Ry.....	W. G. Bayley	Superintenden
C. C. C. & St. L. Ry.....	Geo. Diefenbach ..	Div. Freight Ag
C. C. C. & St. L. Ry.....	A. G. Wilson	Trav. Car Agen
C. C. C. & St. L. Ry.....	T. J. Kiser	Commercial Agen
H. V. Ry.....	T. R. Limer	Supt. Car Servic
H. V. Ry.....	W. F. Elrod	Supt. Terminal
L. S. & M. S. Ry.....	J. J. Bernet	General Sup
L. S. & M. S. Ry.....	J. R. Horgan	Superintenden
L. S. & M. S. Ry.....	F. H. Wilson	Superintenden
L. S. & M. S. Ry.....	G. E. Husted	Agen

L. S. & M. S. Ry...... W. D. Cox Gen'l Foreman.
L. S. & M. S. Ry...... I. S. Downing .. Master Car Builder.
M. C. R. R...... S. W. Brown General Supt.
M. C. R. R...... F. Von Nostitz Agent.
M. C. R. R...... B. R. Donovan .. Asst. Trainmaster.
P. M. R. R...... A. R. Merrick Superintendent.
P. M. R. R...... H. E. Meyers Agent.
P. M. R. R...... J. L. Hayes Trainmaster.
Penna. Co...... W. T. Wolff Special Agent.
Penna. Co...... Otto Schroll Superintendent.
T. & O. C. Ry...... H. E. Speaks Superintendent.
T. & O. C. Ry...... H. E. Passmore .. Master Mechanic.
T. & O. C. Ry...... C. L. Gardner Asst. Supt.
T. T. R. R. Co...... T. B. Fogg General Manager.
T. T. R. R. Co...... F. M. Cramer Traffic Agent.
T. St. L. & W. R. R...... A. W. Sheahen General Agent.
Wabash R. R...... J. C. Sullivan Superintendent.
W. & L. E. R. R...... L. N. Andrews Agent.
W. & L. E. R. R...... F. P. Barr Car Accountant.

Minutes of meeting held January 9, 1908, were read and approved.

**Question of Reclaim Against Delivering and Receiving Roads
on Cars Loaded with Hay, Stopped at Warehouses on
the T. T. R. R. Company for Unloading, Grading,
Reloading and Afterwards Reconsigned to
Destination.**

This matter was brought up by Mr. T. B. Fogg, General Manager, T. T. R. R. Co., in his communication under date of February 4, 1908, addressed to the Central Association of

Railroad Officers, Toledo Division, asking that a uniform charge be adopted which will be satisfactory to all concerned.

On motion of Mr. Wolff, seconded by Mr. Limer, this communication was ordered referred to the Per Diem Committee for investigation and recommendation.

Question of Furnishing Clerical Assistance to the Toledo Association of Railway Special Agents and Police.

This matter was brought up by Mr. Fogg, General Manager, T. T. R. R. Company, in his communication under date of February 4, 1908, stating that that organization will need some clerical assistance in the way of distributing information gathered by the various special agents from time to time, which information should be communicated to all members promptly, before regular meeting dates.

On motion of Mr. Wolff, seconded by Mr. Speaks, the Secretary was instructed to reply to the Special Agents, that in view of the necessity of keeping the expenses as low as possible, it will not be practicable to give them any clerical assistance at the present time.

Handling of Grain Doors.

Mr. J. M. Steenburg, Secretary of the Toledo Freight Committee, under date of February 4, 1908, referred the question of handling of grain doors to the Central Association of Railroad Officers, Toledo Division, enclosing a copy of Rate Circular No. 23 of the St. Louis Traffic Bureau of Merchant's Exchange, and requesting that this Association advise their recommendation as to its adoption in this territory.

The following motion was offered by Mr. Horgan and being seconded by Mr. Elrod, was carried:

Moved, That this matter be made a subject for letter ballot, and that a copy of St. Louis Traffic Bureau Rules as read, accompany letter ballot to each road.

Carding of Cars.

The question of carding empty foreign cars delivered to switch line en route home, was brought up by Mr. Fogg, General Manager, T. T. R. R. Company, in his communication under date of January 13, 1908, asking that a resolution be passed, outlining some regular method of carding foreign empty cars between the various roads in Toledo in switch movement.

This matter was considerably discussed and the following resolution offered by Mr. Bernet and seconded by Br. Bayley. was carried:

Resolved, That in the delivery of foreign empty cars to a switching road, en route home, cars must be carded to the road to which the switching road is to deliver the cars.

Switching Charge Allowed on Bad Order Cars Containing Bituminous Coal.

The question of switching charge allowed on bad order cars, containing lump, three-quarter, steam lump and run-of-mine Bituminous coal, which are returned without notice to the delivering line through an intermediate switching line, was brought up by Mr. Sullivan, Superintendent, Wabash Railroad, in his communication under date of January 17, 1908, asking for a ruling of the Association as to whether the switching line, or the intermediate switching line, or both, are entitled to the charge of \$1.00 per car.

On motion, this matter was ordered submitted to the Executive Committee for ruling.

Rule No. 41 of the St. Louis Interchange Rules.

When a shipment of liquids is received in a leaky condition, immediate action by 'phone, to be confirmed in writing, shall be given the delivering line, and the receiving line shall at once take measures to stop such leakage, making transfer if necessary, and ascertaining by weighing, amount of loss up to such time; the party at fault to be responsible for any expense incurred under this clause.

The Secretary read a communication from Mr. O. G. Fetter, General Secretary, Central Association of Railroad Officers, under date of January 11, 1908, advising that Mr. J. D. Berry, Secretary of the Columbus Division, had received a letter from Mr. J. R. Cavanagh, Superintendent Freight Transportation of the C. C. C. & St. L. Ry., stating that Mr. Cavanagh thinks this is a matter that should be handled the same by all lines, and that everybody interested be instructed so as to avoid any chance of unnecessary loss of freight caused by leakage, and also unnecessary switching of cars back and forth, loaded with liquors, asking that all Divisions take this matter up with the view of uniformity.

On motion of Mr. Horgan, seconded by Mr. Schroll, this matter was ordered referred to the Standing Committee on Interchange Car Inspection.

**Topic for Paper to be Presented at Annual Meeting at
Peoria, Illinois, in October, 1908.**

The Secretary read a communication from Mr. O. G. Fetter, General Secretary, Central Association of Railroad Officers, under date of January 23, 1908, advising that "Inefficiency of Present Railway Labor," is the topic which has been assigned to the Toledo Division.

On motion of Mr. Schroll, seconded by Mr. Sweeney, Mr.

W. G. Bayley, Superintendent of the C. C. C. & St. L. Ry. **was** delegated to prepare the paper on this subject.

Organization of Toledo Interchange Car Inspection.

Mr. J. R. Horgan, Chairman of the Committee appointed in the matter of investigation of the organization of the Toledo Interchange Car Inspection, asked for an extension of time in which to make report and on motion, same was granted.

Report of Per Diem Committee.

The Secretary read the following report from the Per Diem Committee, relative to dispute between the H. V. Ry. and the T. T. R. R. Co. in regard to responsibility for penalty on cars delivered by the T. T. R. R. Co. to the T. & I. Ry.:

On February 19, 1907, your Secretary, Mr. Elliott, referred to the Per Diem Committee of your Association, a dispute as between the H. V. Ry. and the T. R. & T. Co., in regard to responsibility for penalty on two cars delivered by the H. V. Ry. to the T. R. & T. to be unloaded on the T. & I. Ry. The cars in question are H. V. 1677 and 3780.

It is the understanding of your Committee that the T. R. & T. paid the H. V. Ry. for per diem on these two cars at the rate of \$.25 per car per day, while they remained on the rails of the T. & I. Ry.; but that the T. R. & T. decline to pay the penalty rate, claiming in support of their refusal, that the decision of the Arbitration Committee of the American Railway Association to questions No. 30 and No. 31 covered the case, and therefore they were not obliged to pay the penalty rate.

Question No. 30 reads as follows:

Under Per Diem Rule No. 3, upon whom should demand for return of car be made in case it is delivered to a road which does not pay per diem?

Answer: Penalty notice should be served on the road making delivery to the road which does not pay per diem. If such road is not responsible for the delivery, the notice must be returned to the road serving it with the name of the road responsible for the delivery, when the same notice may be sent without change of date to the responsible road.

Question No. 31:

When a road is responsible for per diem, accruing from movements of a car in one direction via a road which does not pay per diem, is it also responsible for per diem accruing on that road on a return movement?

Answer: Yes.

The T. & I. Ry. is an electric line and your Committee feels that it should not be classed as a non-per diem road in the same sense as a road operated by steam; it should be considered as an industry, and the T. R. & T. held responsible for whatever delay all cars may be subjected to while on that road.

It is a well understood fact that penalty follows per diem in all cases, and this is well supported by Question No. 16 which reads as follows:

Should the penalty rate accruing on a car on a road which does not pay per diem, be paid by the road responsible for the per diem on that car?

Answer: Yes.

Therefore, the T. R. & T., having acknowledged its responsibility in regard to the payment of per

diem, should also pay penalty on the two cars named above in accordance with the rules of the American Railway Association.

Respectfully submitted,
(Signed) G. H. Waldo,
W. T. Wolff,
F. P. Barr,
Per Diem Committee.

On motion of Mr. Waldo, seconded by Mr. Limer, report was accepted.

The minutes of meeting of the Standing Committee on Interchange Car Inspection, held February 6, 1908, were read and on motion same were approved with the exception of that part of same pertaining to the winding up of drop side dump and hopper doors on loaded and empty cars.

Question of Reclaim Between Steam Roads and Electric Lines.

Mr. G. H. Waldo, Chairman of the Per Diem Committee, to whom was referred the question of reclaim between steam roads and electric lines, asked for an extension of time in which to make report and on motion same was granted.

Duty of Tallymen.

The matter of compliance with resolution passed by the Central Association of Railroad Officers, Toledo Division, at meeting held November 14, 1907, to the effect that tallymen will attend only to the duties of tallying of itemized package carload freight on public delivery tracks, and not assist in the handling of the property when loading or unloading, was brought up, and the Secretary was instructed to request all roads, members of the Association, to comply with the resolution referred to.

**Revision of the Schedule of Prices for Transferring of Cars
at Toledo.**

The Secretary advised that the Toledo Local Freight Agents' Association at their meeting held February 5, 1908 rescinded their former motion, advancing the price from 16 cents to 18 cents per hour, and recommending that the present schedule of prices for transferring of cars at Toledo remain in effect.

On motion of Mr. Schroll, seconded by Mr. Sullivan, this recommendation was adopted.

The minutes of the meeting of the General Yardmasters Association, held February 11, 1908, were read, and on motion same were approved and ordered filed.

**Interpretation of Standing Resolution No. 11 of the Central
Association of Railroad Officers, Toledo Division.**

The question of whether notation on transfer, "Through bill, weigh and correct" is to be considered as a request to weigh the car, was discussed and on motion, this matter was ordered submitted to a Committee of three, to be appointed by the Chair for report at next meeting.

**Settlement of Reclaim on No-Bill Cars and Cars Delivered
in Error During the Recent Railway Clerks' Strike.**

On motion this matter was ordered submitted to the Per Diem Committee.

On motion adjourned.

T. B. FOGG,
President.

H. M. ELLIOTT,
Secretary.

PEORIA DIVISION.

**Proceedings of Regular Monthly Meeting held in Room 23, Union Depot,
Peoria, Ill., Tuesday, Feb. 18th, 1908.**

Meeting convened at 9:20 a. m.

President Russell in the chair.

Representation:

A. T. & S. F.....	E. Raymond.....	Superintendent.
C. & A.....	P. H. Houlahan.....	Gen'l Supt.
C. & A.....	W. B. Causey.....	Superintendent.
C. & A.....	C. F. Smith.....	Trainmaster.
C. & A.....	A. L. Work, Road F'man of Engines.	
C. & N. W.....	Wm. Walliser.....	Asst. Supt.
C. B. & Q.....	J. W. Mulhern.....	Superintendent.
C. R. I. & P.....	Not represented.	
C. P. & St. L.....	M. D. Schaff.....	Superintendent.
C. P. & St. L.....	D. C. Frederick....	Car Service Agt.
C. P. & St. L.....	A. L. Rossetter.	Supt. Motive Power.
L. E. & W.....	W. J. Davis.....	Superintendent.

Illinois Central.....P. Laden.....Superintendent
Iowa Central.....Not represented.
Peoria Ry. Terminal Co....E. A. Burrill.....General Manager
P. & P. U.....R. H. Johnson....General Manager
P. & P. U.....H. G. Kruse.....Superintendent
Peoria & Eastern.....J. R. Cavanagh.Supt. Freight Trans
T. P. & W.....S. M. Russell.....Superintendent
VandaliaF. L. Campbell.....Superintendent
VandaliaH. C. Johnson...Eng. Main. of Way
VandaliaB. C. Cooper..Trainmaster & R. F. E

Visitors: Messrs. G. W. Kendrick, Agent Peoria & Eastern,
G. T. Mowat, Agent T. P. & W., and J. W. Hendley, Agent
C. & N. W., Peoria.

Minutes of January meeting were approved without reading.

Pilfering of Cars in P. & P. U. Yards.

President: Do members find any improvement in the extent of pilfering here in Peoria yards recently? It was simply frightful for a while.

Mr. Davis: We have had very little trouble the last month or six weeks, and I may say it is practically none.

Mr. Burrill: Our only pilfering is on the Rock Island Belt.

Mr. Campbell: What organization have the P. & P. U. effected? They have only employed a few men according to the Committee's report.

Mr. Kruse: We have a good force, and the lines are practically all in on the expense now. We have seven or eight men for both sides of the river.

After informal discussion lasting thirty minutes, the subject was on motion, stricken from the docket.

Charges for Transfer.

Springfield, Ill., Feb. 14, 1908.

Central Association of Railroad Officers,
Peoria Division.

At the meeting of the Association on December 17, in the discussion relative to uniform charge for car transfer, the discussion brought out at that time was to the effect that the Committee should take the matter up with the dissenting lines, the Chicago & Alton, Atchison, Topeka & Santa Fe, and Iowa Central, and if possible prevail on them to change and vote in favor of the schedule, believing, or as expressed at the time, that if the railroads could agree on a uniform schedule, that it would then perhaps be an easy matter to prevail on the P. & P. U. to adopt this schedule. Your Committee has, as per instructions from the Association, again taken the question up with the dissenting lines. The Chicago & Alton votes "Yes"; the A. T. & S. F., and Iowa Central vote "No."

As it seems impossible to have the Iowa Central and Santa Fe agree to this uniform schedule, and as it would be impossible or impracticable to put the schedule in unless all lines are agreed, your Committee is of the opinion that nothing more can be done on this subject at the present time, and would recommend that the same be taken from the docket.

D. C. Frederick,
H. G. Kruse,
P. Laden,
W. J. Davis.

Mr. Campbell: I am not quite clear as to the Committee's report.

Secretary: The idea originally was that the diversity in amount of charges for transfer between various lines and localities was such that it was advisable to agree on a uniform schedule for such charges. The schedule at St. Louis, Kansas City, and other centers seemed good to pattern after, and it was the effort of this division to adopt a similar schedule.

The figures for commodities are all given in the proposed schedule, and the only stumbling block in the way of its adoption was the fact that the executive committee of the P. & P. U. had another schedule in effect which could not be altered, except by that committee. The matter was taken up with them, and they acted almost in line with your recommendations, excepting an arbitrary charge for flour and shingles. The balance of the charges are about the same.

Mr. Frederick: As we did not get the dissenting line Iowa Central and A. T. & S. F. to agree, we did not take up with the P. & P. U. The Iowa Central think it an increase in expense, but did not furnish us any figures substantiating their contention. The A. T. & S. F. simply vote "No" without any reasons being advanced.

Mr. Raymond: As we do not come into Peoria, and only transfer about one car a year at Pekin, and have other arrangements elsewhere that this schedule might interfere with, we decided we did not care to come in on it.

Secretary: Any agreement here does not effect you elsewhere, according to the Constitution. (Reads same.)

Mr. Raymond: If this does not effect us at other points we will recall our vote and join in the arrangement for the sake of uniformity.

Mr. Burrill: We charge \$3.00 for transferring a car and shingles. It may mean one car into two cars or 1400 bunches down to 600 bunches.

Mr. Kruse Our charge on shingles is the same.

Mr. Frederick: We might take up with the Iowa Central and ask Mr. Hayden wherein the uniform charges would increase his expense.

Mr. Raymond: I move the matter be referred back to the Committee to take up with the Iowa Central in line with Mr. Frederick's suggestion.

Seconded and carried.

Use of Cars as Drays.

Secretary: At the last meeting a resolution prevailed to the effect that the present rule be carried out until changed. I have a letter from Mr. Beck, Chairman of the Transportation Committee, to whom you referred the matter, suggesting that the subject be tabled.

Mr. Mulhern: I move that the Secretary be instructed to advise the Traffic People that it is the sense of this Association that the present rule covering charges for this service be carried out until changed, and that the subject be stricken from the docket.

Seconded and carried.

Coal Consumption Per Ton and Car Mile.

Toledo, Peoria & Western Railway Co.

Peoria, Ill., February 6, 1908.

Mr. A. J. Elliott,

Replying to yours of January 24, requesting information as to what efforts are being made toward economy of fuel and results obtained, I will advise that for years we made and posted an individual coal record of engineers and firemen comparing their performance with other men on the same class of work.

This was figured on a car mileage basis and showed each man's performance as follows:

Number of Trips,

Total Amount of Coal Used,

Total Amount of Car Mileage,

Average Pounds Coal Used Per Car Mile,

Amount of Coal Saved or Used in Excess of Limit.

These limits were set from month to month from what we

considered a fair average, based on an average performance of each class of runs. Several times we figured the engine performance for six (6) or twelve (12) months and showed dollars and cents how much more they were costing the company than the man having the best performance on the same class of runs.

We discontinued keeping this individual record, as we do not think it a fair comparison, mostly on account of the different sizes of cars handled. Then, nearly all the coal used was estimated and our station switching was heavy. This gave the man with the poor record an excuse, which he nearly always took advantage of, that he hauled more heavy cars, and his station switching was heavier than the other fellows on the same run, or that the fellow at the other end of the line beat him out of a lot of coal by making wrong estimate.

In order to follow this up closely and get this record accurate where it could be used for a fair comparison, it would be necessary to get it upon a tonnage basis, using the light weight, weight of lading, and a certain figure for resistance. It would also be necessary to keep the actual time of switching, whether more or less than an hour, and would also increase the expense at the coal docks. This makes it too expensive for the results obtained from an individual performance.

We get out a performance sheet each month, showing among other things, pounds of coal consumed per car and ton mile lading. This is gotten up according to Pennsylvania Company instructions. An allowance of six (6) miles per hour is made for switching when an engine switches one (1) hour more at any one station. No allowance is made for less than one (1) hour.

We run test trains from time to time and get very good results, these trains are run for about fifty percent of the average amount of coal used per ton mile as shown on our monthly performance sheet. The reason for this is, that the coal used on test trains is about the actual amount consumed handling the train, while the figure shown on our monthly performance

sheet includes all coal used, less amount deducted for switching, work or passenger service.

The coal consumed by freight engines in roundhouses, or wherever laid up, switching less than one (1) hour, the shrinkage in car coal and the waste coal at different coal chutes where it runs off the tanks, is included in pounds of coal per car and ton mile lading.

We weigh coal at the tipples occasionally, when our engines coal instead of putting the coal on the tender. The engineer gives the coal chute man a ticket for amount of coal he claims is in certain chutes, then he pulls up and has him put the coal in a car to weigh, the coal chute man does not know the coal is to be weighed until he receives the coal ticket from the engineer, the coal is then taken to one of our scales and weighed.

Our engineers have always had instructions to report whenever they get short weight from the mines. At different times some one of the Mechanical department goes to the tipples to look after weights. At the request of our Superintendent, we are now having some of our engineers make reports of amounts of coal they get, and what they gave tickets for at certain mines.

Yours very truly,

T. N. Kucher,
Master Mechanic.

Vandalia Railroad Company.

Terre Haute, Indiana, Jan. 28, 1908.

Mr. A. J. Elliott, Secretary.

I have a copy of your circular letter of the 24 inst., which you addressed to me asking what individual effort is being made toward economizing in the use of fuel on locomotives. Beg to advise that the fuel question is a difficult one to solve, and I am prone to admit that we are not doing anything definite with a view of reducing the fuel consumption on our locomotives. However, we aim to keep the cost of fuel down to the lowest possible figures, although at times we hardly feel that our exertions have been as successful as we desired. We

have not made any radical experiments in the way of changing the firebox or front end arrangement. However, will say that at all times we endeavor to keep our boiler conditions as near right as possible, which will, of course, reduce the coal consumption. Furthermore, we employ a special fireman whose duties are to ride over the road, watching the movements of our fireman, instructing those who are new at the business and unacquainted with fire boxes of certain design, with a view of having the men as economical as possible.

I am sorry that we cannot give you a more desirable report on the subject, but as I stated before, we have not experimented very much with a view of lessening the coal consumption, therefore I am unable to enter into a lengthy argument on the subject.

Yours truly,
J. E. Mechling,
Master Mechanic.

Mr. Walliser: On the Northwestern, conductors report ton miles, and pounds of coal per one thousand ton miles. This is used for comparative purposes. We classify it into local and through traffic, switching service, delays enroute, etc., and our travelling engineers are continually after the fuel consumption, calling attention to improper firing, such as putting in six to eight scoopfuls with the door open, and engineer putting six to eight gauges of water into the boiler at once. The attention of conductors and brakemen is called to unnecessary switching at stations, unnecessary engine miles, and we are disciplining men along these lines. The Superintendent handles this personally, taking the record of each crew, and calling all of them, conductor, engineer, fireman and brakeman, into his office and rehearsing the complaints reported. We use mainly Spring Valley coal on the Galena Division, and when screened it is satisfactory, but sometimes we get it not screened, and it does not give good service.

President: Do any members find the P. & P. U. coal unsatisfactory.

Mr. Rossetter: The C. P. & St. L. don't take any P. & P. U. coal now, but we did some time ago and it was unsatisfactory.

Mr. Campbell: We have taken coal at Peoria recently and have had to complain of it.

Mr. Laden: We have had some complaint of P. & P. U. coal, but we take the most of our coal at the mine at Lincoln where we get it cheaper and better than we can of the P. & P. U.

Mr. Mulhern: We use coal from our own mine just out of Peoria.

Mr. Campbell: We will haul Indiana coal within ten miles of Peoria rather than use P. & P. U. coal.

Mr. Davis: We get all our coal at Bloomington. Our trains make a round trip Bloomington to Peoria, without taking any coal here. We get better coal at Bloomington than we can get here.

Mr. Laden: I would like to ask the Northwestern man if they have regular men assigned to their engines.

Mr. Walliser: Yes, sir. We compare records of men on regular runs of the same trains. On time freights we have four crews, and their records are compared. On way freights we have four crews, and their records are compared, and so on in all classes of service.

Mr. Rossetter: The foundation of fuel consumption is at fault and I do not believe that the comparisons are of very much value under the present method of issuing coal. It is almost never correct and is simply an estimate, and the enginemen know it.

Mr. Mulhern: I think the thanks of the Association are due the members for these papers and the information furnished in discussion, and the subject should be continued.

Secretary: At the meeting of the Iowa Railway Club last week Mr. J. M. Daly, of the Illinois Central, read a paper on **Tonnage Rating**, which has its bearing on this subject of coal

consumption. He showed the variation in draw-bar pull of the same tonnage in few cars compared to many cars, etc. You can doubtless get a copy of the paper from him.

State and Interstate Laws Relating to Hours of Service of Train Crews, Operators and Extra Brakemen.

Discussion of this subject lasted forty minutes and on motion it was continued on the docket.

Improvements on Peoria & Pekin Union Railway.

Informally discussed, but ordered omitted from proceedings.

Trains Delayed by Engine Failures.

Passed until next meeting.

Joint Service in P. & P. U. Terminal.

Passed until next meeting.

Offering Reports.

Indianapolis, Ind., February 15, 1908.

H-98

Mr. A. J. Elliott, Secretary.

The question of offering reports, which was referred to the Per Diem Committee at the meeting held January 21, 1908, has been investigated by the Committee with the following results

We find that the C. B. & Q. have been making offering re

ports to the P. & P. U., account of the inability of the latter road to accept promptly all cars offered. At the Edmund Street connection, the C. B. & Q. delivery tracks to the P. & P. U. hold 28 cars; at the same point the P. & P. U. have a delivery track to the C. B. & Q., which holds 30 cars. At this connection the C. B. & Q. have an interchange clerk on duty all night, and this clerk furnishes the P. & P. U. with a copy of the transfer report. At the Burlington elevator there are four tracks used, both for receiving and delivery, which tracks hold about 110 cars in all. At the interchange track of the Burlington elevator, the P. & P. U. have a man on nights who furnishes the C. B. & Q. with a copy of the transfer reports.

It is recommended by the Committee, that inasmuch as the C. B. & Q. feel it is their duty to make offering reports, they be rendered in the same manner as at other terminals, and that the receiving line (P. & P. U.) be notified by telephone before midnight of the number of cars held for each road, this report to be made a matter of record by the party taking the message over the telephone, same to be attached to a detailed report to be furnished, showing the numbers and initials of all cars held over midnight, which report is to be placed in the mailbox in the Union Depot by 12:30 p. m., day following.

In connection with the above, the Per Diem Committee wish to state that they propose revising the reclaim rules, and wish to recommend to the Association that the revision of the general rules which matter, we understand, has been placed in the hands of a Committee, be held up until the Per Diem Committee can draw up new reclaim rules and submit them to the Association for approval.

R. R. Harris.
Fred. Clark
D. C. Frederick,
E. A. Burrill.

President: Is the committee considering increase or decrease in per diem reclaim time?

Mr. Frederick: Not along those lines. The rules as are now do not say who shall pay per diem on cars transf

Mr. Mulhern: I move the report be accepted, and t quest of the committee complied with.

Seconded and carried.

Transfer of Coal at Peoria.

Mr. Walliser: Mr. Beck as chairman of the comm requested me to ask for further time.

President: This will be granted.

Annual Meeting General Association.

This subject was carried over.

Changes in Rules.

Secretary: The committee have compiled consid matter, but in line with the action you have taken a meeting we will simply make progress report and as further time.

Granted.

Liquids Leaking—Responsibility For.

Secretary: Here is a letter from the General Secr wherein Mr. Cavanagh recommends St. Louis Interc Rule 41 as suitable for adoption by all Divisions. (letter.)

Mr. Kruse: How about leaky tank cars?

Mr. Cavanagh: St. Louis covers that by special arrangement, showing just who will do transferring of different liquids, cost of same, etc.

Mr. Cavanagh: I move this communication be referred to the Equipment Committee for report.

Seconded and carried.

Reclaim Time on Grain.

Secretary: I have here some correspondence from the T. P. & W., wherein they think the reclaim time on grain is longer than necessary. They attach a lot of figures and statistics tending to prove their contention.

President: We think the reclaim time should be reduced.

Mr. Mulhern: Some time ago you were not objecting to the time.

Mr. Cavanagh: At St. Louis the reclaim time on live stock and grain has been changed to two days, except where cars are cleaned; in the case of live stock, three days.

Mr. Cavanagh: I move the correspondence be referred to the Per Diem Committee for report.

Seconded and carried.

Adjourned 12:15 p. m.

S. M. RUSSELL,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of
the Central Association of Railroad Officers, held in Railroad Branch
Y. M. C. A. Building, Friday, February 14th, 1908.**

The meeting was called to order at 10:30 a. m., with
President Downing in the chair.

The representation was as follows:

B. & O. S-W. R. R.....	J. B. Carothers.....	Superintendent
B. & O. S-W. R. R.....	J. B. Grice.....	Ager
C. B. & Q. R. R.....	J. A. Somerville....	Supt. Terminal
C. & E. I. R. R.....	W. N. Conner.....	Gen'l Inspector
C. & A. R. R.....	Not represented.	
C. C. C. & St. L. Ry.....	R. R. Harris.....	Car Accountant
C. C. C. & St. L. Ry.....	H. T. Stephens.....	Ager
C. P. & St. L. Ry.....	W. L. Rossetter,	Supt. Motive Power
C. P. & St. L. Ry.....	W. T. Cousley.....	R. F. of Cars
I. C. R. R.....	R. O. Wells.....	Ager
I. C. R. R.....	C. W. Shaw.....	Trainmaster

L. & N. R. R.....John Fitzgerald.....Supt. Terminals.
M. K. & T. Ry.....Not represented.
Mo. Pac. Ry.....E. F. Kearney.....Supt. Terminals.
M. & O. R. R.....Not represented.
Rock Island System.....H. L. Reed.....Superintendent.
St. L. & S. F. R. R.....P. W. Conley.....Supt. Terminals.
St. L. S. W. Ry.....A. H. Fietsam.....Agent.
Southern Ry.....Not represented.
St. L. & B. E. Ry.....C. S. Darrach.....Supt. Frt. Traffic.
St. L. T. & E. R. R.....Not represented.
St. L. Transfer Co.....C. F. Irwin.....Frt. Agent.
St. L. Nat'l Stk. Yds.....J. H. Hohl.....Supt. Terminals.
T. St. L. & W. R. R.....Not represented.
St. L. & O'F. Ry.....Not represented.
L. & M. R. R.....Not represented.
T. R. R. A.....J. J. Coakley.....Superintendent.
T. R. R. A.....W. T. Aylesbury....Car Accountant.
T. R. R. A.....J. J. O'Brien.....Supvr. Car Dept.
Vandalia R. R.....J. E. Mechling....Master Mechanic.
Vandalia R. R.....John Fitzpatrick.....Agent.
Wabash R. R.....J. E. Taussig.....Supt. Terminals.
Wabash R. R.....Chas. Anderson....Gen'l Inspr. C. D.
Wabash R. R.....Thos. Hickey....Foreman Car Dept.
Wiggins Ferry Co.....Chas. Burlingame...Superintendent.
Central Association.....Chas. Waughop....Chief Int. Inspr.

Chairman: Have we a quorum?

Secretary: We have.

Chairman: If there are no objections to the minutes — the previous meeting as printed, they will stand approved.

No objection.

Unfinished Business.

Handling of Perishable Freight in Cold Weather.

Secretary: This matter is still in the hands of the ~~Man-~~agers' Association. Have the following communication from their Secretary:

St. Louis Managers' Association.

St. Louis, Feb. 12, 1908.

Mr. J. Rothschild, Secretary,
Central Association of R. R. Officers,
Union Station, St. Louis.

Dear Sir: Referring to your favor of Dec. 18, relative to Terminal Railroad Association Circular No. 1165, of Feb. 20, 1907, the matter was discussed at the meeting of this Association held on the 10th inst., and a committee appointed to investigate the subject and report at the next meeting.

Yours truly,

F. E. Anderson,
Secretary.

Chairman: Nothing to do but pass to the next subject.

Supervision of Scales by Merchants' Exchange.

Secretary: We are still awaiting report from the Local Freight Agents' Association.

Mr. Fitzpatrick: The Local Freight Agents' Association has that matter up with the Merchants' Exchange. As soon as we hear from them we will be ready to report.

Labor to Load and Unload Carload Freight.

Secretary: The resolution to discontinue this practice on **Feb. 28**, could not be put into effect, the Clover Leaf declining to join in the arrangement.

Chairman: Am advised that the Managers' Association **now** have this matter under consideration. Do not think they **have** reached a conclusion. I believe therefore, we might as **well** hold this matter in abeyance.

Secretary: In this connection, have the following letter from the Local Freight Agents' Association:

Local Freight Agents' Association of St. Louis.

East St. Louis, Feb. 13, 1908.

Mr. J. Rothschild, Secretary,
Central Association of R. R. Officers,
St. Louis.

Dear Sir: Referring to your favor of January 25, enclosing **copy** of communication of January 25, to all Superintendents, **relative** to the furnishing of labor to load and unload carload freight.

Will you kindly advise to what extent the agents are authorized to furnish help to load and unload carload freight on team tracks?

Respectfully,

F. W. Brown,

Secretary.

Upon the suggestion of Mr. Somerville, Secretary was requested to advise the Local Freight Agents' Association that **the various roads** are working along individual lines, and will **continue to do so** until the Association hears from the Managers' Association.

Grain Door Rules.

Secretary: At the last meeting, you will recall, letter was **read from Superintendent Schaff** of the C. P. & St. L. Ry.,

objecting to the grain door rules adopted recently. After some discussion, however, he agreed to look into the matter further, and he now writes as follows:

Chicago, Peoria & St. Louis Railway Co.

Springfield, Ill., Feb. 5, 1908.

Mr. J. Rothschild, Secretary,
Central Association of R. R. Officers,
St. Louis, Mo.

Dear Sir: Referring to your communication of January 2 in regard to the grain door proposition at St. Louis and East St. Louis. We are now ready to vote favorably on this proposition.

Yours truly,

M. D. Schaff,
Superintendent.

Chairman: We will consider the subject closed.

Minutes of General Yardmasters' Association.

Minutes of meetings held January 25, and February 1 were read and received.

Report of Interchange Committee.

Secretary reads:

Central Association of Railroad Officers.

St. Louis, Mo., Feb. 7, 1908.

Mr. W. C. Downing, President,
Central Association of Railroad Officers.
Saint Louis.

Dear Sir: The Interchange Committee met this date in Railroad Branch Y. M. C. A., at 10:00 a. m., the following members being present: Messrs. J. E. Taussig, Chairman, J. A. Somerville, J. J. O'Brien, J. E. Meehling, T. F. Carbery,

and Chief Inspector Waughop. Sub Committee: Messrs. Thomas Hickey, Chairman, F. L. Meyer, G. Rau, Lee Maupin and A. E. Benson.

Other visitors:

T. R. R. A.....	W. T. Aylesbury...	Car Accountant.
M. & O. R. R.....	E. W. Moore.....	Superintendent.
Southern Ry.....	J. F. Sheridan.....	Supt. Terminals.
M. K. & T. Ry.....	A. E. Boughner.....	Superintendent.
M. K. & T. Ry.....	W. A. Mitchell.....	M. C. B.
St. L. & B. E. Ry.....	C. S. Darrach.....	Supt. Frt. Traffic.
C. P. & St. L. Ry.....	A. L. Rossetter.....	S. M. P
C. P. & St. L. Ry.....	W. T. Cousley.....	R. F. of C.
I. C. R.....	H. A. Lightner...	General Foreman.

Amending Rule 43, Section "B."

Consideration was given to letter from Mr. Taussig, referred to this Committee by your Association at the last meeting, wherein he recommended that Rule 43, Section "B" be changed to read as follows:

Expense of transferring a load shall be borne as follows:

By the delivering line, or line at fault, when transfer is necessary because of defects in the car, which in the opinion of the Chief Interchange Inspector make it unsafe to run over the receiving line, provided necessary repairs cannot be made in twenty-working hours of one man.

The greater part of the meeting was consumed in the discussion of the proposed amendment, but upon vote being taken as to whether or not the Committee should recommend to the Association the adoption of the proposed amendment, it failed to carry. The Committee, therefore, does not recommend any change in the rule at this time.

Carding for Advertisements on Cars.

The following communication was submitted by the **E Committee**:

At meeting of Car Foremen's Association held at Y. M. C. A. Building on December 17; following motion put and carried:

It is the sense of this Association that no advertisements be carded in St. Louis or East St. Louis, unless the Inspectors plainly state the name of the firm applying the advertisement.

In connection with this motion put and carried, the following recommendation is made by the Sub Committee:

That no cards be issued at this point except for advertisements where name of party is given that applied advertisement. Illegible or partly removed advertisements or advertisement strips are not cardable, except for the purpose of rebuttals from outside points.

It is our opinion this will relieve the Joint Office of a great deal of unnecessary work. It is to be understood that all Companies will still use the same efforts to remove advertisements before delivery as heretofore.

After some discussion and upon motion duly made and seconded, it was decided to continue in effect our present rule requiring the complete removal of all posters and tacked signs. It is the Committee's opinion that the recommendations of the Sub Committee would not be of any material benefit, at least not enough to justify a change in the present rule.

Cars Carrying Incomplete Home Route Cards.

The Sub Committee recommended the adoption of the following rule:

Car bearing home route cards that do not cover all existing cardable defects Chief Interchange Inspector be instructed to issue M. C. B. defect cards to cover all cardable defects not covered by home route cards against the delivering line. This to facilitate home movement of car, as we find in a good many cases the home route cards do not cover all defects, thereby causing considerable delay in these Terminals.

It was pointed out that the following rule, adopted May, 1907, and which is still in effect, covers the matter fully, and in the opinion of the Committee no change is necessary, therefore the recommendation was not adopted:

That where any railroad does not conform with the M. C. B. Rules on home routed cars, showing the defects in detail existing on the car, that a joint evidence card be furnished by the Chief Inspector covering the defects not shown on home route card, or that the car be rejected by the receiving line.

Annual Report of the Chief Interchange Inspector.

Appended hereto is Chief Interchange Inspector's annual report year 1907, as compared with previous year, which the Committee begs leave to submit for the information of the members.

P. S.—A new Sub Committee was appointed with the following members, the term of the old Committee having expired; Gus Rau, Frisco, Chairman; Ed Butler, Rock Island; W. H. Samuels, Burlington; H. A. Lightner, I. C.; Lee Maupin, Terminal.

Various other matters were considered on which the Committee will report in the near future.

Meeting adjourned at 12:30 p. m.

Respectfully,

J. E. Taussig,
Chairman.

Chief Interchange Inspector's Annual Report, 1907.

Number M. C. B. defect cards issued for defects.....	7
Number M. C. B. defect cards issued for Ads M. C. B. Rules	
Number claims for M. C. B. defects disallowed.....	2
Number L. T. cards issued per Rule 43-b.....	
Number L. T. cards issued account non-air per Rule 43-c	
Number L. T. cards issued per special transfer rule....	
Number claims for transfer disallowed Rule 43-b.....	
Number joint evidence cards issued.....	
Number cars set back.....	
Number cars run on record after personal inspection...	
<hr/>	
Total number cars held or claims made for cards.....	11
Total number rebuttal cards issued.....	
Average number cars held per day.....	

Chief Interchange Inspector's Annual Report, 1906.

Number M. C. B. defect cards issued for defects.....	5
Number claims for M. C. B. defect cards disallowed....	2
Number L. T. cards issued.....	
Number claims for L. T. cards disallowed.....	
Number joint evidence cards issued.....	
Number cars set back.....	
Number cars run on record after personal inspection...	
<hr/>	
Total number cars held or claims made for cards.....	7
Total number rebuttal cards issued.....	
Average number cars held per day.....	

Increase 1907 over 1906.

Number M. C. B. defect cards issued for defects.....	17443
Number claims for M. C. B. defect cards disallowed....	5494
Number L. T. cards issued per Rule 43-b.....	823
Number claims for L. T. cards disallowed per Rule 43-b	477
Number joint evidence cards issued.....	1116
Number cars set back.....	5
Number cars run on record after personal inspection...	299
Number M. C. B. defect cards issued for Ads. per M. C. B. Rules	7229
Number L. T. cards issued account non-air per Rule 43-c	994
Number load transfer cards issued per special transfer rule	90
<hr/>	
Total number cars held or claims made for cards.....	33970
Number rebuttals issued.....	169
Average number cars held or claims made per day.....	114

Mr. Kearney: Move that the report be approved.

Mr. Coakley: Second the motion.

After some discussion the motion was carried with an amendment that certain part of the report be eliminated.

Proposed Change in Delivery of Outbound Freight.

Committee granted further time inasmuch as they are waiting on Business Men's League to advise when they will be ready to hold another meeting.

Maximum Allowances for Grain Doors.

Grain door Committee granted further time. Mr. Somerville, Chairman, stated that he expected to hold a conference

shortly with Mr. Lincoln, Commissioner, Traffic Bureau, Merchants' Exchange.

Improving Railway Messenger Service.

Committee granted further time.

Controversy Between I. C., Terminal and Wabash.

Secretary advised that he was in receipt of a communication from Mr. Taussig (quoted below) which he failed to bring, pertaining to a controversy between these three roads. Mr. Taussig explained the nature of the case, whereupon it was moved, seconded and carried, to refer the question to the Transportation Committee for decision.

The Wabash Railroad Company.

St. Louis, February 6, 1908.

Claim No. 439 8.

Mr. J. Rothschild, Secretary,
Central Association of Railroad Officers,
Union Station, St. Louis, Mo.

Dear Sir: I enclose herewith all papers in above numbered claim which refers to dispute as to responsibility between the Illinois Central Railroad Company, the Terminal Railroad Association, and Wabash, on the delivery of car 51855 Wabash, on August 20, 1903. The question involved is, whether proper delivery was effected in the absence of car being accompanied by way bill.

Would call your attention to Mr. Becker's letter of July 9, 1906, and Mr. Wells' reply of August 4, 1906, and Mr. Webster's position as outlined in his letter of October 2, 1906. Would also call attention to his letter of March 2, 1907, in which he states he is unable to find the receipt which his agent claims to hold, which shows the bill was delivered one hour after the car.

Note that both the Illinois Central and Wabash are agreeable to submitting the case to the Central Association for decision. I would be glad if you will refer all papers to the association at its next meeting, by them to be referred to the proper committee for handling.

Respectfully,

J. E. Taussig,
Superintendent Terminals.

There being no further business, meeting adjourned at 1:15 a. m.

F. C. DOWNING,
Chairman.

J. ROTHSCCHILD,
Secretary.

KANSAS CITY DIVISION.

**Proceedings of the Regular Monthly Meeting of the Kansas City Division
of the Central Association of Railroad Officers held at Savoy
Hotel, Kansas City, Mo., Monday, Feb. 10th, 1908.**

Meeting called to order at 2:00 p. m., by President Cummings, with the following representatives present:

A. T. & S. F. Ry.....	D. S. Farley.....	Superintendent
A. T. & S. F. Ry.....	T. H. Sears.....	Superintendent
C. & A. R. R.....	W. M. Corbett.....	Superintendent
C. B. & Q. R. R.....	J. P. Cummings.....	Superintendent
C. G. W. Ry.....	E. B. McConahy.....	Gen'l Agent
C. M. & St. P. Ry.....	W. L. Richards.....	Superintendent
C. R. I. & P. Ry.....	H. R. Saunders.....	Superintendent
K. C. Southern Ry.....	Not represented.	
M. K. & T. Ry.....	E. J. Lampert.....	Supt. Terminal
Mo. Pacific Ry.....	C. E. Carson.....	Superintendent
St. L. & S. F. R. R.....	John Forster.....	Master Mechanic
Union Pacific R. R.....	C. L. Peebles.....	G. F. C. I
Wabash Railroad.....	R. L. Milton.....	Agent
K. C. Belt Ry.....	D. W. Rider.....	Superintendent

K. C. N. W. R. R..... C. E. Carson.....Superintendent.
L. K. & W. Ry..... C. L. Peebles..Gen'l F'man Car D'pt.
Q. O. & K. C. R. R..... W. J. StoneBurner..Superintendent.
St. J. & G. I. Ry.....Not represented.

Mechanical Departments represented as follows:

C. B. & Q. R. R.... Geo. S. Wilbur..Gen'l F'man Mech. Dept.
C. M. & St. P. Ry.. R. Morrow....Gen'l Foreman Car Dept.
C. R. I. & P. Ry.... Geo. McDonald..Gen'l Foreman Car Dept.
Mo. Pac. Ry..... C. H. Lembke...Gen'l Foreman Car Dept.
St. L. & S. F. R. R... W. H. Stahl....Gen'l Foreman Car Dept.
Union Pac. R. R... H. A. Bantleon..Gen'l Foreman Car Dept.
Wabash R. R..... John Grundy....Gen'l Foreman Car Dept.
Wabash R. R..... H. A. Woods.....Foreman Car Shops.
F. W. Trapnell....Chief Interchange Inspector, Kansas City.

President: The January Proceedings were received by the Secretary to-day, but have not been sent out. The approval will be passed until the next meeting.

Reports of Committees.

Secretary: There is a report due from the Committee appointed to frame a rule covering the handling of leaky tank cars containing liquids.

President: Mr. Farley is Chairman of the Committee.

Mr. Farley: I was unable to get the committee together in time to make a report for this meeting.

President: If there are no objections, the committee will be given further time, with the request that they be ready with a report at the next meeting.

**Proceedings of Meeting of Standing Committee on Interchange Inspection Held at Office of Secretary,
Tuesday, February 4, 1908.**

The meeting was called to order at 10:30 a. m., by Chairman, G. S. Wilbur, with the following members present:

A. T. & S. F. Ry.....H. N. Calderwood Gen'l F'man C.
C. B. & Q. R. R.....Geo. S. Wilbur....G. F. Mech. De
C. R. I. & P. Ry.....Geo. McDonald..Foreman Car De
Mo. Pacific Ry.....C. H. Lembke.....Dist. F. C.
St. L. & S. F. Ry.....W. N. Stahl.....Foreman C. De
Union Pacific R. R.....C. L. Peebles.....G. F. C.
F. W. Trapnell.....Chief I. I.....Kansas Ci

The reading of the minutes of last meeting dispensed with

Monthly Report of Chief Inspector.

The Chief Interchange Inspector's monthly report of business during January was read showing a decrease of 11 cars set back account penalty safety appliances.

The Chief Interchange Inspector called attention to the large number of foreign empty cars in defective condition offered in interchange, and suggests that the pool marks be more carefully observed. It was therefore recommended by the Committee that where the pool marks show the first delivery of car, that that Company hold car in its possession, and take matter up at once by telephone or otherwise with the Road setting the car back, in order to determine party responsible for the defect.

The Chief Interchange Inspector referred to the decision at the last meeting of the Central Association, to the effect

that the Kansas City Southern cannot absorb the transfer charges of another railroad not a member of the Interchange Inspection Agreement, and wished to be advised by the Standing Committee whether or not he is authorized to issue a transfer order against the Kansas City Southern on business originating on the St. J. & G. I., for delivery by them to other roads via Kansas City Southern.

The subject was thoroughly discussed, and it was

Resolved, That it is the sense of the Standing Committee that under our rules the Chief Interchange Inspector would be obliged to issue a transfer order for and against the Kansas City Southern Ry., regardless of whether the car was in St. J. & G. I., or other business.

The Chief Interchange Inspector called attention to Article VII, Section 2, reading as follows:

“The Chief Interchange Inspector shall not give an order for transfer in such cases without receiving notice from the Foreman of Car Repairs of the receiving road that he cannot make the repairs inside of twenty-four working hours of one man—shortage of material by any Company not to be considered a reasonable excuse,” and referred to M. C. B. Rule 106 which provides for one center sill spliced, and allows sixteen hours for doing the work, and desires the Committee’s interpretation of the rule and if it should apply, as M. B. C. Rule 65 leaves it optional with the line as to repairs, and that it has been customary in the past to allow transfer order for defect, for the reason that a road could not be forced to splice the sill.

The subject was informally discussed, and it was the opinion of the Committee that longitudinal sills as well as cars out of line, ends broken out forming combination defects, and entire car roofs missing, that transfer order be issued against the delivering line.

The Committee in discussing the trouble experienced account not being promptly advised of the interchange of passenger equipment, recommended that attention of the Central

Association of Railroad Officers be called to this matter with the request that Resolution No. XXXV be lived up to.

The Chief Interchange Inspector requested opinion and advice from the Committee on the following case.

A delivers to B, A's own car and the record taken by B is O. K. B has car two days and delivers it back to A, who finds one pair slid flat wheels over 2½ inches AE, and two slid flat wheels over 2½ inches on separate axles BE. On personal inspection the spots had been slid for some time, the edges worn off and pounded down considerable. Should claim be allowed or cancelled, as in my opinion it would be a gross injustice to B to allow these wheels.

The Committee decided that the Interchange Inspector's rules apply, and that the Chief Inspector should be governed accordingly.

The following case submitted by Chief Interchange Inspector for ruling and advice.

A delivers to B, C's car. B takes record of one end sill broken when received. B unloads the car, and then returns it to C, the owner. C makes claim for one end sill and two draft timbers broken, a combination defect. Card is issued against B for this defect. B takes the case up showing car was received from A with the end sill broken, and desires protection. In my opinion Section 5 of Article 4 does not cover a case of this kind, unless the car had been returned to A, then A could have demanded card for the two draft timbers broken.

The Committee ruled that Section 5 of Article 4 would cover.

There being no further business, the meeting adjourned.

J. H. Ashley,
Secretary.

Geo. S. Wilbur,
Chairman.

President: What will you do with the report of the Standing Committee?

Mr. McConahy: I move that the report be accepted.

Mr. Corbett: I second the motion.

Carried.

President: The report is now before you.

The first recommendation is that where pool marks show first delivery of car, that that Company hold car in its session, and take matter up at once by telephone or otherwise, with the Road setting the car back, in order to determine party responsible for the defect.

Mr. Saunders: That is a good point, and I move its adoption.

Mr. Carson: I second the motion.

Carried.

President: The recommendation of the Standing Committee on the question of issuing transfer orders for and against the Kansas City Southern on business of its tenants, its members of the Interchange Inspection Agreement, is in direct conflict with the action of this Association at its last meeting, therefore the action of the Standing Committee is void.

What will you do with the recommendation of the Standing Committee in regard to interpretation of Article 7, Section 2?

Mr. Saunders: I move the adoption of the recommendation.

Mr. Corbett: I second the motion.

Carried.

President: The Chief Inspector complains that all roads are not living up to Resolution 35. I would like to ask Mr. Wilbur to tell us how it is.

Mr. Wilbur: It is being lived up to so far as the Bur-

lington is concerned. In the meeting there were three lines that said they were not getting notices from Superintendents, and cannot always tell where cars come from.

President: I would suggest that the Secretary write the transportation officials of the lines in this Association and call their personal attention to the recommendation of the Standing Committee, and request that they put out such orders as will insure the rule being lived up to by all lines.

If there are no objections, it is so ordered.

The Chief Inspector has cited two cases on which he asks for a ruling. The Standing Committee has given him their opinion, and as they are more conversant with such matters than we, their action will stand. I would suggest that hereafter, Mr. Chief Inspector, when you have cases of this kind, you give the names of the railroads and cite actual cases.

Unfinished Business.

Employing an Additional Joint Inspector.

Secretary: This matter was held over from the last meeting on request of Mr. Lorton, of the Frisco, as he was desirous of looking into the matter further before voting on the increase.

Mr. Saunders: I move that the matter be held over until such time as would be consistent and our superior officers would sustain us in increasing the Inspection Force, but if the Mechanical Department find that it is necessary at any time, they can bring the matter up again.

Mr. McConahy: I second the motion.

Carried.

Assigning a Topic for Paper for Discussion at Next Annual Meeting.

Secretary: I received a circular letter from General Secretary Fetter in regard to assigning topics for the next Annual Meeting. I sent a copy of the letter to all members.

President: The Committee has assigned to the Kansas City Division, the topic suggested by one of our members, Mr. Farley. The subject suggested by Mr. Rider is also in general list of topics.

I would like very much to have this Association prepare at least one paper on the subject assigned to this Division, and also to have a paper on the topic suggested by Mr. Rider.

Mr. Farley, will you prepare a paper on the topic assigned to this Division?

Mr. Farley: I would rather some one else write it.

President: Well, you certainly have your ideas on the subject which you suggested. It is a live subject, and I wish you would get some notes together on the subject and bring them to the next meeting, and we will thresh it out.

I also suggest that Mr. Rider prepare a paper on the subject suggested by him. You will do that, Mr. Rider?

Mr. Rider: I will; yes, sir.

Bound Proceedings for 1907.

Secretary: I have a letter from Mr. Fetter asking how many bound 1907 Proceedings are wanted by this Division. They cost \$1.50.

President: If any of the members wish bound volumes, they will advise the Secretary so he can answer Mr. Fetter.

Prompt Payment of Bills.

The Secretary read a letter from the Treasurer calling attention to the fact that a number of the roads are slow paying bills covering monthly expenses.

Mr. Carson: I move that the Secretary write the General Superintendents of the lines members of this Association sending them a copy of the Treasurer's letter, and ask them they take the matter up with the proper official to see that bills are paid more promptly.

President: If there are no objections, that will be done.

Non-observance of Certain Rules.

President: Attention is called to the fact that there are some rules that are not being lived up to by some of the roads, and no notice has been given the Secretary. If there is any rule that any railroad cannot or will not observe, notice should be given the Secretary in writing so that it may be made a part of the proceedings.

List of Roads Giving Notice of Non-observance of Certain Rules, Per Resolution Adopted March 12, 1906.

Interchange Inspection Agreement: K. C. Belt Ry., L. E. & W. Ry., K. C. N. W. R. R., Q. O. & K. C. R. R., and St. J. & G. I. Ry.

Resolution No. 7, Charge for Special Switch: C. B. & Q. R. R.

Resolution No. 14, Cars run by Elevators: C. B. & Q. F. R., C. M. & St. P. Ry., C. R. I. & P. Ry.

Resolution No. 15, Cars partly Loaded and Switched to Finish Loading: C. B. & Q. R. R., C. M. & St. P. Ry.

Resolution No. 23, Car Rental: C. B. & Q. R. R., and C. M. & St. P. Ry.

Resolution No. 28, Loading L. C. L. Freight at Industries Prohibited: Mo. Pacific Ry.

Resolution No. 32, Allowance to Elevators for Grain Doors: C. G. W. Ry.

There being no further business, the meeting adjourned.

Date of next regular meeting, March 9, 1908.

J. H. ASHLEY,
Secretary.

J. P. CUMMINGS,
President.

LOUISVILLE DIVISION.

Louisville, Ky., Feb. 12, 1908.

**Mr. O. G. Fetter, General Secretary,
Central Association Railroad Officers,
Cincinnati, Ohio.**

Dear Sir: There was no meeting of the Central Association
of Railroad Officers account of no quorum on February 10.

Yours very truly,

J. C. Loomis.

DETROIT DIVISION.

Minutes of Meeting, Feb. 14th, 1908.

Present:

Wabash R. R..... J. J. Sim..... President.
M. C. R. R..... D. S. Sutherland..... D. S.
L. S. & M. S. Ry..... T. W. Niles..... Superintendent.
L. S. & M. S. Ry..... H. J. Merrick..... S. F. T.
P. M. R. R..... J. P. Atkins..... C. S. A.
P. M. R. R..... J. S. Pyeatt..... D. S.
G. T. R..... J. C. McFadzean..... *Agent.
C. C. C. & St. L. Ry..... C. W. Smith..... Com'l Agent.

*Representing Mr. F. W. Egan, Superintendent.

Meeting called to order by the President, Mr. J. J. Sim.

Reading of minutes of previous meeting dispensed with.

Grain Doors: G 1242.

The Secretary stated that as suggested at the last meeting, he had taken the matter up with the Toledo Division, and letter was read from the Manager of the Toledo Car Service Asso-

ciation in which he stated that no arrangement was in effect in his territory relative to the proper distribution of grain doors.

It was moved and supported that a Committee be appointed to look into this matter and propose some plan for handling, and properly distributing grain doors.

Carried.

The President appointed the following roads to act on this Committee: Michigan Central Railroad Company, Pere Marquette Railroad Company, Lake Shore & Michigan Southern Railway Company.

Annual Meeting, Central Association of Railroad Officers.

Letter was read from the General Secretary stating that at meeting of the Executive Committee held in Cincinnati, Ohio, January 28, subjects had been assigned to the various Divisions, as per the resolution adopted at the Annual Meeting at Detroit in August, 1907. The subject assigned the Detroit Division being

"Subject of Selection, Training and Advancement of Employees."

It was suggested by the General Secretary that the Secretaries arrange to have some member prepare a paper to be read at the next Annual Meeting, October 14, 15, and 16, at Peoria, stating that the various papers should be in the hands of the General Secretary ninety days before the meeting in order that they might be printed and distributed.

The President appointed the Pere Marquette R. R. Co.

Transfer of Cars Containing Liquids in Leaky Condition.

This matter was fully discussed, and it was moved and supported that the communication be laid upon the table.

Carried.

**Weighing of Cars Where Railroads Use the Weight for Billing
Purposes.**

The Secretary stated that as suggested at a recent meeting, he had taken this matter up with Mr. Paul P. Rainer, and he read a letter from Mr. Rainer dated February 10, in which he advised that no definite action had as yet been taken, but the matter was to come before the next regular meeting of the Central Freight Association for further consideration, and he would advise the action taken.

It was the sense of the meeting that the matter would come up at a future meeting.

Adjourned.

J. J. SIM,
President.

DENVER DIVISION.

Proceedings of the Regular Monthly Meeting, held in Room 19, U
Depot Building, Denver, Colorado, 2 p. m., Friday, February 14th,

Meeting was called to order at 2:00 p. m., with F
Brewer presiding.

Following was representation:

A. T. & S. F. Ry.....	C. H. Bristol.....	Superir
D. & R. G. R. R.....	A. T. Brewer.....	Supt.
D. & R. G. R. R.....	W. A. Knerr.....	
Colo. & Sou. Ry.....	S. S. Morris.....	Superir
Colo. & Sou. Ry.....	Wm. M. Bacon.....	Superir
Colo. & Sou. Ry.....	H. W. Ridgeway.....	Mast
Colo. & Sou. Ry.....	Wm. Middleton.....	
C. B. & Q. Ry.....	T. H. Stafford.....	Train
C. B. & Q. Ry.....	John M. Lorell.....	Gen
D. N. W. & P. Ry.....	Geo. R. Simmons.....	A G
Union Pac. Ry.....	J. F. Barron.....	
Union Depot & Ry. Co...	H. V. Hilliker.....	Superir
C. R. I. & P. Ry.....	Not represented.	
Colo. & Wyo. Ry.....	Not represented.	

Colo. Midland Ry.....Not represented.

Missouri Pacific Ry.....Not represented.

Reading of the Minutes.

Chairman: The minutes of the last meeting having been published and distributed, if there are no objections we will not have them read, and they will stand as published.

President: No objections.

So ordered.

Unfinished Business.

None.

President: Is there any correspondence on the table, Mr. Secretary?

Secretary: Yes, sir.

Reading of Correspondence.

Secretary: Read circular letter from General Secretary, Mr. O. G. Fetter, in which he assigns topic or subject for the various divisions to handle, as per former letter from him. The subject given Denver Division being "How best to facilitate handling of carload freight at junction points, cars being transferred from one road to another with delivery of waybill or other data necessary to forwarding."

President: I believe that this is a good thing to look into, and as I have some of the best material in this part of the country to select a Committee from, I will appoint Superintendent Bristol, A. T. & S. F., Superintendent Morris, C. & S., Superintendent Young, C. B. & Q., and the Denver Local Freight Agent Association, the latter to act as a unit and in conjunction with the first three named.

President: Any further correspondence?

Secretary: There is no further correspondence, Mr. President.

President: Are there any committees to report?

Secretary: No committees out, Mr. President.

President: Under the head of this, I think the Secretary can make his financial report for the previous year.

Secretary reads report.

President: I move report be accepted and placed on the agenda. All those in favor say "aye."

President: So ordered.

President: Any other reports to make?

Secretary: I have none, Mr. President.

Transferring Loads.

Mr. Morris: Under this head I would like to bring up the subject of transferring from connecting lines broad to narrow and narrow to broad gauge cars. Who should bear the expense?

President: What lines are interested in this?

Mr. Morris: On December 14, 1906, the rule was published that delivering line will pay cost of transferring. We have had bills turned down by the U. P. Transfer on narrow to broad gauge, while we have transferred broad to narrow gauge and made no bill. Now is this class applicable under interchange rulings?

President: I will tell you the party who is interested in the transferring, and if no objections, I would suggest a committee of three who are disinterested look into the question, and make report at the next meeting, then it is up to the lines interested would agree to their decision. In other words, I might ask for a board of arbitration, and if that

ter cannot be discussed today on account of the members principally interested being absent, it seems to me that this would be a better way to decide it. If agreeable, I would select Mr. George Simmons, Chairman, Mr. Hilliker, and I would then select as a third party, Mr. Knerr.

Mr. Morris: I would suggest, Mr. President, that in connection with this investigation, that the proposition of special reclaims made on this transfer be taken up and decided, too. The bills if not specially returned every time are being held up for the same reason, that is, the reclaim on account of cars, broad to narrow gauge, the same question could be considered at the same time.

President: Is there any other matter to be brought up in new business?

Inspection by Mechanical Department.

Mr. Morris: I would like to talk a little bit at the Mechanical Department on Inspectors. I do not know but what the Burlington could offer some suggestion on that.

Mr. Stafford: Mr. Chairman, I received correspondence from Superintendent Young stating that he was to attend a meeting today. In the correspondence he requested that I bring up the matter of inspection of different roads here at Denver. I have prepared a list that I secured from the Mechanical Department for the entire month of January, in regard to the interchange of cars and the various percentage of set backs. It is not very encouraging. I find that during the entire month of January we received from the C. & S., a total of 2523 cars, 282 of which were set backs account of bad order, total of 11 percent. We delivered to the C. & S. during the month of January 1769 cars, 207 were bad order set backs, total 11 9-10 percent. That makes a total of cars interchanged to and from the C. & S., including set backs 22 9-10 percent, which is an especially large percentage of cars to be rehandled on account of lack of inspection before being

set to the transfers. We received from the D. & R. G., 278 cars, 207 of which were bad order set backs, total 8 percent. We delivered to the D. & R. G., total of 2057 cars, 133 of which were set backs, total 6 5-10 percent. We delivered to the Union Pacific, 577 cars, 22 of which were set backs, 3 8-10 percent. We received from the U. P., a total of 921 cars, 137 of which were set backs, total 14 percent. That usually looks very favorable on part of the Burlington, but not as much so as we would like to have it. I am inclined to believe that there is a little bit of a fight on between the Inspectors and the Transfers.

President: Mr. Stafford, why do you like to mention your good record over D. & R. G. and U. P.?

Mr. Stafford: Well, I do not know. We have kept a correct record of the interchange. We do it more to get along with them. It is not necessary to check them up. What makes me believe that there is a fight continually going on with the Inspectors on the Transfers is, that last Sunday the C. & S. set back to us on the Prospect Transfer thirteen cars. We did not touch them at all, but got hold of Mr. McIntosh. He saw the C. & S., and got a man to come over and look the cars over, and he stated he would take them and he did take them, and that is very evident that there is a fight on between the Inspectors of the various roads on the inspection.

Mr. Ridgeway: I would like to say in this connection that the man who set back the thirteen cars is a little bit sore because he has been changed off on some other work, but the next day we disposed of the gentleman, and I do not think but what it was merely a case where the Inspector was tryin to get even with the C. & S.

President: Have you found anything wrong with the man on the D. & R. G.?

Mr. Stafford: No, Mr. Chairman, but you have got a very strict man over on the D. & R. G., a day man. The night man, night before last inspected a cut of cars going to the D. & R. G. He did not complete his inspection. This is only hearsay.

but the night man in coming off of duty gave the day man the number of the last car that he had inspected on the transfer, and the number evidently was in error. The day man inspected the entire cut that was on the transfer. He set back three of the cars that the night man had passed up as O. K. Now, yesterday, I saw a car that came over to our line from the D. & R. G., loaded with barbed wire. The door was out of the bottom guide. Our inspector set the car on track No. 1, over in our 19th Street Yard. I saw the car and the condition of it; rolled the wire back from the door; got out and closed the door and pulled the track, saving a delay of evidently 24 to 48 hours on the shipment, and evidently that car was in that condition when it was set to us. We have a light repair man on the transfer, whom we call Effective Safety Appliance Man, that takes care of all light repairs on the transfer, all that he possibly can. It is quite evident that if the D. & R. G., had a man of that sort, a great many set backs could be overcome. At least we have never seen or heard of a case where any of the Rio Grande inspectors try to repair a car in that condition on the transfer, and the Burlington, as well as the other roads at Denver, are endeavoring to curtail expenses. In regard to switching charges, when you have to handle a car four or five times it takes power to handle them, and this is something that higher officials do not seem to pay much attention to. I believe that if a good, stiff talk is given to some of the inspectors on the mechanical side of the situation, that we could eliminate a great many complaints that we are now receiving.

Mr. Lorell: Mr. President, if we would go to work and get the different roads that are interested in the interchange of cars, and have what you might call an Interchange Record Keeper, one man that will take care of the records from all of the roads, and he would be fixed so they could call him up by 'phone, the inspectors, when they wanted a record, instead of calling for the car accountant, could get the record of cars from him. This calling up their office to get records through the different roads for all their interchange, is to my

way of thinking, a pretty poor way of keeping records. They could in that way get the record of a car inside of ten minutes, where at the present time an interchange inspector will take sometimes as high as five hours to get the proper record. I think it would to a certain extent stop the delay of cars. I have one case in mind, in which the car was left for a certain road on the first of a month, which was set back for draft timber. We inspected the car with the defects, then it went back to the road that turned it down. That car was interchanged four different times, which was altogether unnecessary. The car should have been received back by that road the first time, instead of switching it back three to four times. I think that if we could have a first-class arbitrator, the same as we did have, who will take an interest in his business, and he should get out on the transfer and see the cars that are being set back, and if in his judgment he thinks the car is safe to go ahead, he should tell the inspectors to let the car go. The two arbitrators that we did have thought probably they did their duty, but they did not. I have never found a case where the arbitrators were at fault for setting a car back for some little defect, and in that way the most of our set backs are coming; little defects are discovered that do not amount to anything and the car is set back. We find it more especially in empty cars which are supposed to be inspected up to M. C. B. rules. If the C. & S. delivers a car to us under load they take it on notation or marks when it comes back. Probably they will refuse it for some little defect, and then the same we say should be stopped. Inspectors are trying to live up to the M. C. B. rules, and in so doing they are to a certain extent causing these set backs. Our percentage of set backs should be cut down at least 4 percent. These cars are being switched backwards and forwards for some little defects which in no way interfere with the running of the car or the safety of the trainmen. As Mr. Stafford says, it is a fight of the inspectors. Mr. Ridgeway says he was informed that this gentleman that was inspector, had to get back at somebody and he got back at the C. & S. I think if we could get a record keeper, and a good man, that it would save at least

5 percent of the set backs that are coming back at the present time.

Mr. Morris: That is something that this Association is not authorized to handle, as I can see. The general superintendents in their meeting agreed to a couple of arbitrators, which developed later that there was no arbitration to be done, and they were being paid for something they did not do. It was not because they saw nothing in an arbitrator; it was simply because all the different roads did not call on them. Now, it strikes me that while these M. C. B. rules were put in force, that is, if all of the interchange rules were abolished, and M. C. B. rules strictly enforced, that the people that brought this difference of affairs about are now inclined to kick the hardest. There never should be a car placed on the transfer that would not pass it according to M. C. B. rules. I do not see that this Association can help this matter out. The mechanical part of this association are very seldom represented; they have an association of their own and I think they are the parties to handle it. As for the records of cars, we would have to keep a pretty large force busy. In the month of January we handled over fifty thousand cars in the Denver Yards, 9-10 transfers. Now, a man keeping a record of the defects of these cars, he would have to hustle.

Mr. Ridgeway: Mr. President, I would suggest that if it can be done, that we ascertain from some interchange point where about as many cars are interchanged as there are at Denver, that are working under the M. C. B. rules, the percentage of their set backs. Is it possible to get that information?

President: Well, it would not do us any good.

Mr. Ridgeway: Well, it makes a fellow feel a little better when he knows what the other fellow is doing.

Mr. Barron: I think you will find, Mr. Ridgeway, the majority of the large interchange points are worked under the old rules we have here and that condition is our trouble here, that is, so many cars will pass the Missouri River Transfer,

that come out here and they are blocked. That would demonstrate it pretty clearly. While cars would pass M. C. B. rule at Omaha, Denver and Kansas City, they would be turned back because of the tunnels and other things when taking them on mountain roads.

President: That is true to a great extent.

Mr. Simmons: Probably the heavy grades will have more to do with that than the tunnels, because almost all of the mountain roads have got the tunnels and snow sheds in shape.

President: Have you found that this is true, for instance where the brake equipment is in a condition, or is supposed to be, when passed by the M. C. B. rules, the car should be in any place.

Mr. Simmons: It is, when it passes M. C. B. rules.

New Business.

President: I expect within the next two weeks to sever my connection with the D. & R. G., and go west and grow up with the country, and consequently of necessity am resigning from the Presidency of this Association, which I do at this time, and therefore I would suggest that you immediately proceed to elect a new president. I regret very much the conditions are such that I have to break away from this Association, but I can see nothing else for it at the present time and while we are here I think it would be a good plan to elect a president now, or one will have to be elected at the next meeting.

Mr. Morris: I move that the resignation be laid over until the next meeting.

President: So ordered.

President: If there is nothing further to discuss, we will proceed to adjourn.

Nothing further on the docket, meeting adjourned in due form to meet again on next regular date, which will be March 13, 1908.

W. E. BACKENSTO,
Secretary.

A. F. BREWER,
President.

OMAHA DIVISION.

No meeting.



Central Association
of
Railroad Officers
Proceedings.

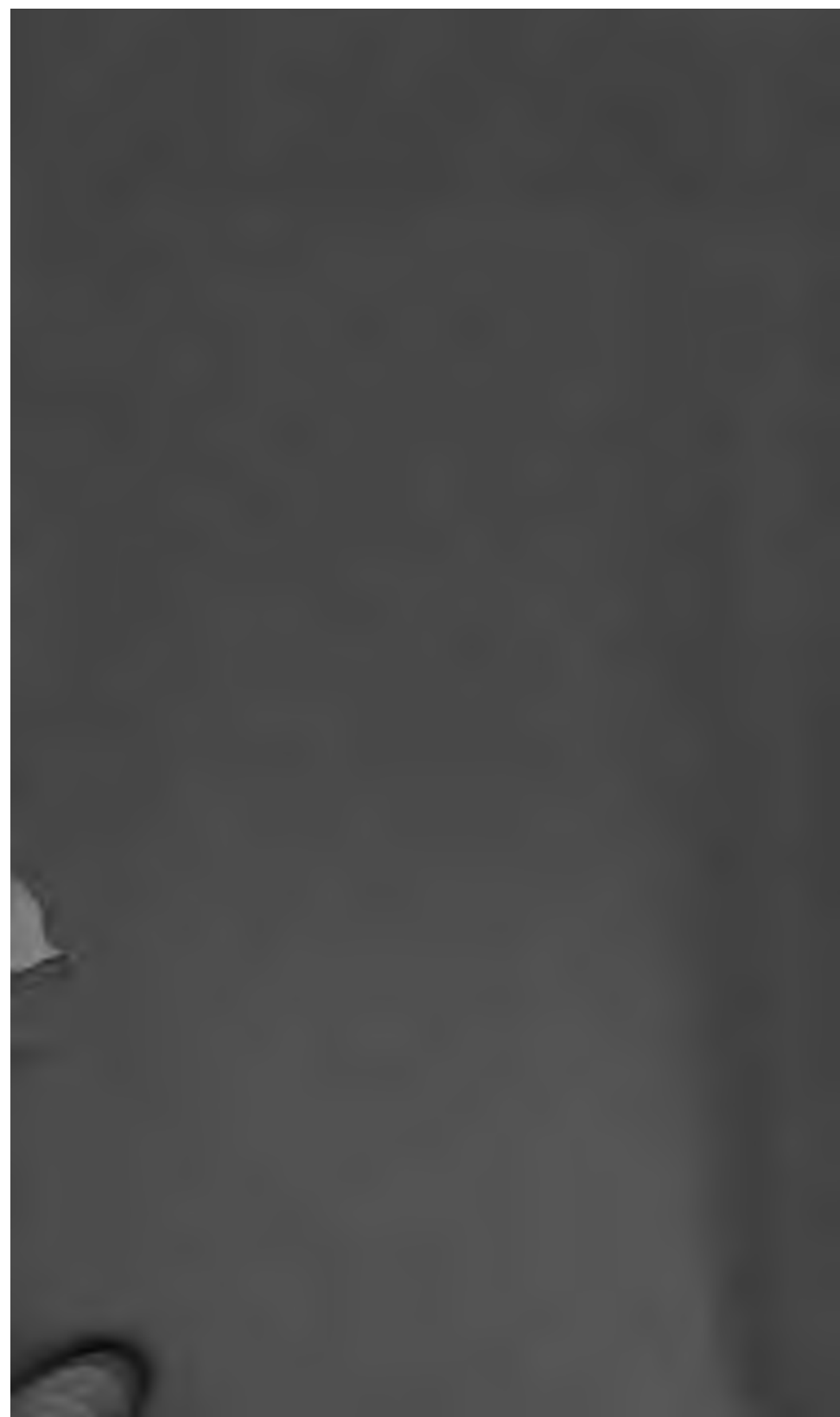
March.

Cincinnati Division.	Peoria Division.
Indianapolis Division.	St. Louis Division.
Columbus Division.	Kansas City Division.
Toledo Division.	Louisville Division.
Denver Division.	Detroit Division.
Omaha Division.	



1908.

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Cincinnati, Ohio.



CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

MARCH.

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1908.

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D. S. SUTHERLAND, 2d Vice-President.
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E. S. MAXWELL.....	"	Detroit "
W. E. BACKENSTO.....	"	Denver "
J. O. LINTON.....	"	Omaha "

CINCINNATI DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers,
Cincinnati Division, was held in Room 10 Carew Building,
Cincinnati, Ohio, Tuesday, March 10th, 1908.

The representation was as follows:

B. & O. S-W. R. R.....	Not represented.
C. & O. Ry.....	Not represented.
C. C. & L. R. R.....	W. B. Allen.....Trainmaster.
C. H. & D. Ry.....	T. A. Sweeney.....Superintendent.
C. H. & D. Ry.....	G. H. Waldo.....Supt. Car Service.
Cinti. Nor. R. R.....	Not represented.
C. N. O. & T. P. Ry.....	Not represented.
& M. V. R. R.....	W. T. Wolff.....Special Agent.
C. C. & St. L. Ry.....	Not represented.
& E. Ry.....	Not represented.
& N. R. R.....	Brent Arnold.....Superintendent.
& W. Ry.....	E. A. Blake.....Superintendent.
C. C. & St. L. Ry.....	R. C. Barnard.....Superintendent.
C. C. & St. L. Ry.....	D. J. Durrell.....Genl. Foreman.

In the absence of the President and Vice President, Mr.

R. C. Barnard was made Chairman of the meeting, which was called to order by him at 11:00 a. m.

The minutes of the previous meeting were approved and printed and distributed.

Loaded Cars in Leaking Condition.

The Committee revived at meeting on January 14, 1908 and consisting of Mr. D. J. Durrell, Mr. C. E. Rickey and Mr. T. A. Sweeney, had prepared and submitted at this meeting their recommendations as to the handling of loaded cars in leaking condition in interchange between the lines at Cincinnati.

Mr. Wolff, **Moved**, That the report of the Committee be submitted for letter ballot.

The above motion was duly seconded and carried.

Car Service Charges Accruing at Point of Origin.

The Secretary read correspondence from Mr. J. R. Kearney, Superintendent Car Service, B. & O. R. R., calling attention to Information No. 8532, January 28, 1908, of the Central Freight Association, the provisions of which read:

(1.) That car service charges accruing at originating points shall be collected at point of origin.

(2.) That car service charges accruing on cars in transit on account of reconsignments, refusals, etc., may be waybilled as advanced charges, provided proper guarantee is obtained from owner or connecting line, and such guarantee is noted on the waybills.

Mr. Wolff, **Moved**, That the subject be laid on the table and Mr. Kearney advised that in the judgment of the members present, the regulations referred to by him are full

covered by the State and interstate car service rules and the tariffs of the various lines.

The above motion was duly seconded and carried.

Transfer Orders on Company Coal.

The Secretary called attention to correspondence received from Mr. W. S. Andrews, General Superintendent Transportation, C. N. O. & T. P. Ry., setting forth a case where the Chief Interchange Inspector refused to furnish the C. N. O. & T. P. Ry. Co. transfer orders against the C. & O. Ry. Co. on a number of cars of company coal, which it had been necessary for the C. N. O. & T. P. Ry. to transfer on account of the lading of the cars being in excess of the maximum allowed for movement over the Ohio Bridge.

Mr. Barnard, **Moved**, That this subject be referred to the Standing Committee on Joint Car Inspection.

The above motion was duly seconded and carried.

Change in Name of Cincinnati Car Service Association.

Mr. Arnold, **Moved**, That effective March 17, 1908, the name "Cincinnati Car Service Association" be changed to read "Cincinnati Car Demurrage Bureau."

The above motion was duly seconded and carried.

The meeting adjourned at 11:45 a. m.

R. C. BARNARD,

Chairman pro tem.

O. G. FETTER,

Secretary.

INDIANAPOLIS DIVISION.

**The Regular Meeting of the Indianapolis Division of the Central Association
of Railroad Officers was held in Indianapolis Union Station,
2 o'clock P. M., Monday, March 2d, 1908.**

In the absence of Mr. J. M. Scott, President, Mr. H. B. Reynolds, Vice President, called the meeting to order at two o'clock p. m., the following members answering to roll call:

C. C. C. & St. L. Ry. J. R. Cavanagh.
P. & E. R. R. R. R. Harris.
C. H. & D. Ry. G. H. Waldo.
C. I. & L. Ry. A. J. O'Reilly.
Indianapolis Southern. . . . L. W. Baldwin.
Indianapolis Union Ry. . . . A. A. Zion and J. E. Merion.
L. E. & W. M. P. Deniston.
Vandalia Railroad. J. W. Coneys and W. C. Downing.
P. C. C. & St. L. Ry. W. T. Wolff.

The reading of the minutes of the previous meeting ~~was~~ on motion, dispensed with.

On motion, the order of business was suspended and the following motion was made by Mr. W. T. Wolff, of the Pennsylvania Lines:

I move that the portion of the By-laws providing that a change in the By-laws can only be made at a meeting subsequent to that at which said change is proposed be suspended, and that the Executive Committee be, and it is, hereby relieved of the duties of auditing the accounts of the Treasurer of the Central Association of Railroad Officers, Indianapolis Division, and of fixing the amount of his bond, and that the standing auditing committee of the Indiana Car Service Association, (to be known after April 1, 1908, as the Indiana Car Demurrage Bureau) shall hereafter assume said duties.

The above was seconded by Mr. A. J. O'Reilly, General Agent of the C. I. & L. Ry., and unanimously carried.

Unfinished Business.

Application of Rule No. 9 at Terre Haute.

Information Desired by Mr. J. O. Crockett, General Superintendent of the E. & T. H.

The following papers were read:

Indianapolis, Ind., February 5, 1908.

Mr. J. O. Crockett,

General Superintendent. E. & T. H.,

Evansville, Ind.

Dear Sir: Referring to your two letters dated January 14 and 31, respectively, in reference to the application of Rule No. 9 at Terre Haute, Indiana; also asking for certain information concerning this rule, I have to advise that both of your communications were submitted at the meeting held by this Division, February 3, 1908, for consideration.

As Mr. J. R. Cavanagh, Superintendent of Freight Transportation, Big Four Railway, who introduced the subject under discussion, was absent it was decided not to take any action,

but to lay the papers on the table until the March meeting, at which time Mr. Cavanagh is expected to be present.

The undersigned was directed to notify you of the action taken, so that you fully understand the delay in making a prompt reply to your communication. Mr. Cavanagh has been furnished with a copy of this letter.

Yours truly,

G. B. Staats,
Secretary.

Evansville, Ind., February 12, 1908.

Mr. J. R. Cavanagh,
Supt., Freight Transportation, Big Four,
Indianapolis, Indiana.

Dear Sir: I beg to acknowledge receipt of yours February 9, in which you refer to Mr. Staats' letter to me February 5, in regard to application of Rule No. 9, and in which you advise that the E. & T. H. had dissented from the application of this rule at Terre Haute.

In the file of correspondence which I sent Mr. Staats on this subject, which comprised all your letters to me on this subject, it will be found that we have not dissented from Rule No. 9, but we do not agree with your interpretation of it, and I do not believe that the Central Association of Railroad Officers will agree with your interpretation of it.

Yours truly,

J. O. Crockett.

Cy. to Mr. G. B. Staats.

The above is the outgrowth of embargo placed on cars for switch movement at Terre Haute, by the Big Four, and was originally introduced by Mr. J. R. Cavanagh, in anticipation of having this Association use its influence in getting the E. & T. H. to adopt Rule No. 9 at that point. It was moved that the papers be returned to Mr. Cavanagh, he to again take the matter up with the E. & T. H., in endeavor to get that Company to abide by this rule as interpreted by Mr. Cavanagh,

which interpretation was adopted by this Association, and inasmuch as most all the railroads in this state were adhering to said rule at Junction points.

Proposed Charge of \$2.00 on All Cars Reconsigned.

The following was submitted:

Indianapolis, February 5, 1908.

Indianapolis Freight Committee,
Mr. F. J. Barr, Secretary,
Indianapolis, Indiana.

Dear Sir: Referring to your favor of January 22, 1908, concerning resolution adopted by this Association, October 7, 1907, wherein it is proposed that a charge of \$2.00 be made for each car reconsigned at Indianapolis, I have to advise that your letter of above date was submitted to the regular meeting of this Association, held Monday, February 3, 1908.

It was the consensus of opinion that the reply of the Freight Committee was not satisfactory, believing that position taken did not meet the exigencies of the case, and would in no wise tend to relieve the situation. It was deemed proper to obtain the reasons leading the Freight Committee to assume its position, and with that in view the Secretary was directed to send a special invitation to the members of the Indianapolis Freight Committee to attend the March meeting of this Association, either as a whole or by committee, for the purpose of having a full expression on the question under consideration.

Will you kindly arrange accordingly? The next regular meeting will be held Monday, March 2, 1908, at two o'clock p. m., Indianapolis Union Station.

Yours truly,

G. B. Staats,
Secretary.

Indianapolis, February 19, 1908.

Mr. G. B. Staats, Secretary,
C. A. of R. R. Officers,
Indianapolis.

Dear Sir: Your letter February 5, in reply to mine of January 22, relative to action taken by the Indianapolis Freight Committee on the proposition of charging \$2.00 for each car reconsigned at Indianapolis, was submitted at last meeting of the Indianapolis Freight Committee, and inasmuch as your Association is of the opinion that the position taken by the Indianapolis Committee does not meet the exigencies of the case, the Committee as a whole, have accepted invitation to meet in joint conference with your Association on Monday March 2, at two o'clock p. m. There are about ten members who attend our meetings regularly, and who will, in all probability, be present at the joint meeting.

Yours truly,

F. J. Barr,
Secretary.

The Indianapolis Freight Committee was represented by the following members:

Wm. Thorn,	H. M. Griggs,
F. J. Barr,	A. D. Pendleton,
Wm. Ward,	F. Woods,
J. W. Rhoads,	H. C. Shepard,
L. L. Fellows,	L. W. Townsend,
J. A. Simmons.	

The foregoing subject was very thoroughly discussed between the members of the Indianapolis Freight Committee and the Central Association of Railroad Officers, but no definite decision was reached, and motion was made that the whole question be referred to a Committee of five, to consist of three Transportation and two Traffic representatives, the

to make full report. The following committee was appointed:

Mr. A. J. O'Reilly, Chairman,
Mr. A. D. Pendleton,
Mr. J. W. Coneys,
Mr. J. M. Scott,
Mr. S. E. Thomas.

**Switching Charges Made by Belt Railway for Cars Moved
Between Industries Located on the Belt—Are the
Present Charges Sufficient to Cover the
Actual Cost?**

Pursuant with order of last meeting the Secretary communicated with the Auditor of the Belt Railway on the above subject, and in response Mr. J. E. Merion, Auditor, submitted the following:

Indianapolis, February 25, 1908.

Mr. G. B. Staats, Secretary,

Central Association of Railroad Officers,
Indianapolis.

Dear Sir: Referring to your letter of February 5, in regard to switching cars to industries located on the Belt R. R., beg to advise that I will endeavor to give the information and answer the questions as I understand them:

First, On what basis are the charges made?

Second, Are such charges sufficient to cover the actual expense?

In answering the question as to on what basis the charges are made, it is necessary to state that the car movement on the Belt R. R. (handled by Belt R. R. engines) can be divided into four parts. First, transfer cars; second, industry cars; third, stock cars; fourth, packing house cars. The industry car rate is \$1.00 per loaded car movement; the stock car 50c per loaded car movement; packing house car rate is made on a charge of 1c per head of stock contained in car. We sustain a loss on the movement of these three classes of cars, and such loss must be charged to the movement of the transfer car, and statement

herein below will show what the cost to the tenant road has been for the transfer car for the six months ending December 31, 1907:

Belt R. R. trains proportion of net operating expenses	\$116,584.1	9
Belt R. R. trains proportion of taxes	26,222.1	0
Belt R. R. trains proportion of fixed rental	21,514.5	5
Belt R. R. trains proportion of betterment loan	27,065.9	0

Belt R. R. trains cost to tenant roads	\$191,386.7-	4
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Number of cars transferred from one road to another in Belt R. R. trains	83,729
--	--------

Cost per car to tenant roads	\$2.28	8
------------------------------------	--------	---

The above cost of \$2.28 per car must necessarily, under our cooperative organization, contain the loss sustained in handling cars to industries, stock yards and packing houses, and therefore, the following statement for the six months ending December 31, 1907, is made to show the actual cost per car movement, regardless of the rate, service, capacity, or contents of the car:

Total operating expenses Belt R. R. trains	\$174,299.05	5
Belt R. R. trains proportion of taxes	26,222.10	0
Belt R. R. trains proportion of fixed rental	21,514.53	5
Belt R. R. trains proportion of betterment loan	27,065.90	0

Total cost Belt R. R. trains for 6 months ending

December 31, 1907	\$249,101.6	0
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Total number of transfer cars handled (cost \$2.28 per car)	83,729
---	--------

Total number of industry cars handled (revenue \$1.00 per loaded car)	59,893
---	--------

Total number of stock cars handled (revenue 50c per loaded car)	24,315
---	--------

Total number of packing house cars handled (revenue 1c per head)	19,304
--	--------

Total cars handled in Belt R. R. trains	187,241
---	---------

Cost per car (whether loaded or empty)	\$1.33
--	--------

The above cost of \$1.33 is for one movement of a car whether loaded or empty. In moving a car to and from an industry we make two movements, therefore, the charge at cost should be \$2.66 for round trip movement, and for this same service we are now receiving \$1.00, or a loss of \$1.66 for each round trip movement of a car to an industry track.

The first statement contained in this letter will answer the first question, and the second statement will answer your second question, namely, that the fixed rate for switching cars to an industry is not sufficient to pay the actual expense of the movement. The amount paid by the industry to the Belt R. R. for switching cars is absorbed by the tenant road, and there would be no use in the Belt R. R. increasing the rate if this amount was absorbed by the tenant road, so, therefore, it will be seen that the absorption of switching is the first question to be considered by the tenant roads. I find that approximately the tenant roads absorbed \$26,000.00 of Belt R. R. industry switching for six months ending December 31, 1907, thereby increasing their terminal charge that amount. If, on the other hand, we were in position to charge the industry \$2.66 for each loaded movement of a car, and tenant roads had not absorbed this charge, the terminal charges of the Belt R. R. would have shown a reduction of \$79,657.00, for six months ending December 31, 1907.

Our records show that the \$1.00 rate for switching an industry car was made about thirty years ago, and at that time the expense of operation of the property was very low when compared with the expense of operation at the present time. I find at that time that taxes on the Belt R. R. were less than \$10,000.00 per annum, and the year 1908 will show that we will pay \$100,000.00 per annum for taxes alone.

I would also like to call your attention to the effect of this low switching rate on other terminals. We are often asked how it is possible to move a car for \$1.00, and it is difficult to explain that our tenant road assumes this loss and gives the industry located on the Belt R. R. the benefit.

Yours truly,

J. E. Merion,

Auditor.

A careful review of the above statement was made, and on account of its importance it was moved that the report be referred to the Board of Managers.

Reading Correspondence.

The following was submitted:

Indianapolis, Ind., February 26, 1908.

Mr. G. B. Staats, Secretary,
Central Association of Railroad Officers,
Indianapolis.

Dear Sir: I am just in receipt of information from Vandalia freight house inspector that Mr. E. F. Graham, Agent, authorized acceptance of two shipments from Hinds & Fuchs, which arrived at the depot seven minutes late, February 25.

Yours truly,

F. J. Barr,
Secretary.

The above was, on motion, tabled.

The following papers were read:

Indianapolis, February 5, 1908.

Mr. J. R. Cavanagh, Superintendent,
Freight Transportation, Big Four Ry.,
Indianapolis, Ind.

Dear Sir: Referring to your communication of recent date in reference to the practice of handling carload freight, molasses, vinegar, etc., when received from connecting lines in damaged condition, I have to advise that the matter was submitted at the January, 1908, meeting of this Association.

It was decided on motion, to refer the matter to the Indianapolis Freight Committee. This was done by letter under date of January 13, 1908. The Indianapolis Freight Committee, through its Secretary, Mr. F. J. Barr, advised under date of January 22, 1908, as follows:

Yours of the 13th, with copy of letter from Mr. J. R. Cavanagh, Superintendent, Freight Transportation of

the Big Four, regarding the practice of handling car-load freight, such as molasses, vinegar, etc., when received from connecting lines in a damaged condition, was informally discussed at meeting of Indianapolis lines, Monday, December 20, and the members were universally of the opinion that this matter should be referred to the claim departments of the respective lines or to the claim agents' association, as they are no doubt in a better position to answer the inquiry than anybody else.

The above communication was submitted at the February meeting and the matter was further discussed, but no definite action was taken, the question being left open to be brought up for future consideration.

Yours truly,

G. B. Staats,
Secretary.

Indianapolis, Ind., February 17, 1908.

Mr. G. B. Staats, Secretary,
Central Association of Railroad Officers,
Indianapolis.

Dear Sir: Referring to your communication of the 5th, beg leave to advise that I am surprised at the manner in which this case has been handled. What we want to do is to put in some sort of a system of preventing damage claims by getting prompt action on cars in leaky condition, by the receiving road getting authority to re-cooper and put them in condition, coopered up by some authorized party O. K. or in accepted rule. When a road receives a car of vinegar, molasses, or similar liquid freight, in packages, in leaky condition, I think it is the height of folly to kick a car of that kind around town, back to the delivering line, thus increasing the loss, when it might be re-coopered in a very small space of time at a small cost, and certainly much less cost to the delivering line than pay wheelage switching charges and increase the loss claims on account of the delay.

I think the Central Association of Railroad Officers has it

entirely in their hands and in their power to formulate a rule similar to the St. Louis rule and abide by it. Make and appoint Mr. Barr as joint inspector in a matter of this kind, as it has nothing to do with the physical condition of the car, thus acting in a joint capacity in this matter, as he does under the inspection of freight and classification.

Yours truly,

J. R. Cavanagh -

After general discussion, motion was made that the papers be referred to the Indianapolis Freight Committee for action, said Committee to form a rule along the lines suggested by Mr. Cavanagh, that rule to be submitted to this Association for approval.

A communication from Mr. F. J. Barr, Secretary, Indianapolis Freight Committee, enclosing a complaint from Kingan & Company relative to closing of Freight Houses on February 12, (Lincoln's Birthday) was submitted, and after looking in to the matter the Secretary was directed to reply to Mr. F. J. Barr, stating that inasmuch as this was the initial observance of Lincoln's Birthday as a holiday (same having been enacted by the last Indiana Legislature) the matter of notifying shippers was overlooked, and that it will be considered a legal holiday in the future and the Freight Houses will close.

The following was received from the Indianapolis Freight Committee:

Indianapolis, Ind., February 19, 1908.

Mr. G. B. Staats, Secretary,

Central Association of Railroad Officers,

Indianapolis.

Dear Sir: A recent report of investigation made at request of the Indianapolis Freight Committee, brings out the fact that Indianapolis elevators and mills handling grain are, as a rule, able to secure from inbound cars more grain doors than are necessary to supply their needs on outbound shipments, and that the surplus or unused doors are broken up by the elevators or mills, or are stolen from the cars after unloading.

This matter was considered at last meeting of the Indianapolis Freight Committee, and its members are of the opinion that some steps should be taken to protect the carriers against these losses, and individually recommend that the matter of misuse or pilferage of grain doors be taken up with the Central Association of Railroad Officers with a view to establishing a plan which will minimize the loss of grain doors received in inbound carload shipments of grain.

This subject is referred to your Association for the reason that it is considered a transportation matter. For the information of your members I herewith enclose copy of the report of investigation, also copy of a communication from Peoria showing the manner in which grain doors are taken care of at that point.

Will you kindly present this to your Association and transmit the information to your members that the Indianapolis Freight Committee is ready at any time to cooperate with them in adjustment of this evil.

Yours truly,

F. J. Barr,
Secretary.

After a general discussion it was moved that a Committee of three be appointed to investigate this matter, and they to submit report. The following Committee was appointed:

Mr. A. J. O'Reilly, Chairman,

Mr. A. A. Zion,

Mr. R. R. Harris.

The following communication was submitted:

Peru, Ind., February 29, 1908.

Central Association of Railroad Officers,
Indianapolis, Ind.

Gentlemen: C. M. & St. P. car 71016 was delivered by this Company to the Belt Railway for the C. H. & D., in good condition, having been inspected by our inspectors on arrival and also after set on the interchange track; the car was refused by the C. H. & D. on account of chipped wheel; investigation

shows that this occurred on the Belt and they furn card for same.

I then took the matter up with Superintendent Z view of having the trackage refunded, and I am in r advice from him that they cannot do this as it has not general practice.

I believe that it is only fair, when this Company fault for adverse movement of cars, that we should no for the trackage, and that the I. U. should refund the under such conditions.

I would be very glad to have an expression from t ciation as to this, and to be advised whether or not ar members present have had a similar case, and if so was decided.

Yours truly,
M. P. Denist
Superinte

The above was answered to the full satisfaction of M Deniston, he being present at the meeting. It was sho it was not the practice to refund trackage under th conditions, and several similar cases were cited.

Committee Reports.

Switching at Plant of E. C. Atkins, Delays, etc

This matter was referred to the Standing Comm Interchange at the January meeting, and Mr. H. B. R Chairman of this Committee, presented a report gi expression from the General Yard Masters of all the tering Indianapolis, concerning difficulties experie doing switching at this plant.

The Committee recommended that the present arra be continued, i. e., that each road deliver whatsoever c may have for this plant, said delivery to be made betw hours of 12:00 and 5:00 a. m.

Mr. A. A. Zion stated that he had a record kept for twenty-five days and found that an average delay of 2½ minutes per day was experienced by the Big Four, Vandalia and C. H. & D. combined. He further stated that the delivery of cars between the hours of 12:00 and 5:00 a. m., was in accordance with the City Ordinance, and that it was not a rule of the Indianapolis Union Railway Co.

On motion the report as read by Mr. Reynolds was adopted.

**Controversy Between L. E. & W. and P. C. C. & St. L.
Per Diem on Vandalia Car No. 11287.**

At the January meeting this matter was referred to the Committee on Per Diem, and Mr. J. R. Cavanagh, Chairman, reports as follows:

Indianapolis, February 22, 1908.

Mr. G. B. Staats, Secretary,
Indianapolis Division, C. A. of R. R. O.,
City.

Dear Sir: Referring to your favor of the 13th, in regard to controversy concerning reclaim on Vandalia 11287, between the L. E. & W. and P. C. C. & St. L. Railroads, beg leave to advise that under rule No. 7 of the Indianapolis reclaim per diem rules, the L. E. & W. Railroad is entitled to reclaim for the actual time the car in question was on the repair track undergoing repairs, up to three days maximum, at the current per diem rates.

The per diem question has no reference whatever to rule No. 4 of the interchange rules; if there is any violation of that rule it should be referred to the Interchange Committee.

Respectfully submitted to the Committee on Per Diem.

Yours truly,

J. R. Cavanagh,
Chairman.

Motion was made and carried to accept this report as read.

Mr. A. J. O'Reilly, of the Monon, submitted a complain relative to per diem on Vandalia car No. 15096, said car having been in Belt Shops eight days for repairs. It was shown that the receiving line is responsible, so far as per diem is concerned, as soon as the Belt Conductor, who is acting as Agent for the receiving line, gives receipt to the delivering line for said car, and that reclaim for the maximum three days could not be made on the delivering line.

In connection with the foregoing, Mr. L. W. Baldwin of the Indianapolis Southern, raised the question as to whether or not it is fair to make reclaim for the three days maximum on cars that are being held for repairs without notifying the delivering line that the receiving line was holding the car. This was thoroughly discussed, and it was cited that it was the practice to make reclaim for the maximum three days without notifying the delivering line, and the matter was finally settled by the following motion being offered and carried:

That the receiving line, in order to make reclaim under rule No. 7, must obtain the O. K. of their Master Mechanic, or head of Mechanical Department, on the face of the reclaim, certifying that repairs were made.

Interpretation of Per Diem Rule No. 7—Having Special Reference to the Word "Actual."

The following was submitted:

Indianapolis, February 5, 1908.
Mr. J. R. Cavanagh, Superintendent,
Freight Transportation, Big Four,
Indianapolis, Ind.

Dear Sir: At the February meeting of this Association the question was raised as to the meaning of the word "actual" in Per Diem Rule No. 7; in other words, is it the intent of this rule to make reclaim for the maximum time

allowed, viz; three days, by Per Diem Rule No. 7, or shall reclaim be based on the actual time car stood on the repair track?

It was decided, by motion, to refer Rule No. 7 to the Per Diem Committee, and request an interpretation of this rule, having special reference to the word "actual."

Will you kindly have your Committee advise fully just how they understand this rule is to be applied, advising the undersigned in time to make report at the March meeting?

Yours truly,

G. B. Staats.

Secretary.

At Chicago, February 19, 1908.

Mr. G. B. Staats, Secretary,

Central Association of Railroad Officers,

Indianapolis, Ind.

Dear Sir: Referring to your favor 5th inst., in regard to interpretation under Rule No. 7 of the Indianapolis Per Diem Reclaim Rules; this refers to the actual time the cars were on the repair tracks being repaired with a three day maximum. If the cars do not go on the repair track there is no reclaim.

Yours truly,

J. R. Cavanagh.

On motion, the interpretation as read by Mr. J. R. Cavanagh, was adopted.

List of Consignees Using Side Tracks at Indianapolis.

This matter was referred to a Committee of two, Mr. A. J. O'Reilly, Chairman, and Mr. H. B. Reynolds, at the February meeting, with request that they confer with the Indianapolis Freight Committee with a view of ascertaining just what was desired in connection with this question.

The following report was submitted:

Indianapolis, Ind., February 10, 1908.

Mr. G. B. Staats, Secretary,
Central Association of Railroad Officers,
City.

Dear Sir: Referring to your letter of 5th inst., calling m attention to communication of Mr. F. J. Barr, Secretary Indianapolis Freight Committee, relative to list of consignee using side tracks at Indianapolis, same submitted at regula meeting of Central Association of Railroad Officers, Indiana polis Division, held Monday, February 3, 1908. You wil recall the chair appointed Mr. H. B. Reynolds, and the sub scriber, to confer with the Freight Committee and ascertain just what is desired. At a meeting held in my office today Mr. Reynolds, Mr. Barr, and Mr. S. E. Thomas, Commercial Agent, Big Four, were present. During the conference th fact developed that the Central Association of Railroa Officers, Indianapolis Division, issued a list of consignees usin side tracks in and adjacent to the City of Indianapolis, t compiled by Indianapolis Yard Master. The committe appointed by the chair recommends that we issue "List of consignees using private side tracks in and adjacent to th City of Indianapolis," compiled by the Central Association of Railroad Officers, Indianapolis Division; similar in size wi cover of Central Association of Railroad Officers, Indianapo Division, "Brief History," revised and effective March 1906, for use of employes only, eliminating from the book t switching rate. It devolves upon you, therefore, to make a request on members of your association for a list of private side tracks, with numbers, consignee, location, business, tra capacity.

Yours truly,
Committee, A. J. O'Reilly, Chairman,
H. B. Reynolds.

On account of the expense incurred in publishing a list this kind, and inasmuch as same had been abandoned sin

May, 1901, and on account of the present financial stringency, it ~~was~~ moved to not issue another list at the present time.

Miscellaneous.

Discussion on "Settlement for Car Hire on Junction Interchange Balances instead of on Per Diem for each Individual Case" was postponed until next meeting.

Meeting adjourned.

J M. SCOTT,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Minutes of Regular Meeting Columbus Division, Central Association of Railroad
Officers, held in Room 398, Union Depot Arcade, Columbus,
Ohio, Wednesday, March 11th, 1908.**

Meeting was called to order at 1:35 p. m., by President
W. B. Wood, with the following representation:

B. & O. R. Ry.....	J. F. Irwin	Superintendent
C. A. & C. Ry.....	W. B. Wood	Superintendent
C. C. C. & St. L. Ry.....	W. G. Bayley	Superintendent
Hocking Valley Ry.....	R. M. Connell	Train Master
N. & W. Ry.....	G. P. Johnson	Gen'l Supt
N. & W. Ry.....	E. A. Blake	Superintendent
P. C. C. C. & St. L. Ry....	L. Ohliger	Superintendent
Penna. Co., Toledo Div'n..	Otto Schroll	Superintendent
T. & O. C. Ry.....	T. R. Limer	Supt. Car Service

Mr. Bayley of the Big Four was represented by Mr. H. M.
Patton, Local Freight Agent of that line at Columbus.

Visitor: Mr. G. F. Malone, Assistant Superintendent Car
Service, B. & O. R. R.

Minutes of the previous meeting were read and approved as published.

Attention was called to the fact that in action of this Division increasing intermediate switching reclaim from one-half day to one day at Columbus, no date had been set for the change to become effective, and upon motion duly seconded and carried, February 1, 1908, was fixed as the date for the change to be effective.

Unfinished Business.

Interchange of Live Stock at Columbus.

Upon motion further action on this subject was postponed until meeting in April.

Carload Liquids in Packages Leaking

On motion duly seconded and carried, it was ordered that lines at Columbus continue the present practice under Freight Claim Association Rule No. 10 reading as follows:

It is the delivering line's duty to readjust any lading, re Cooper packages if necessary, and to place all lading in fit condition to travel before delivering car to connecting line. It is also their duty that in case of leakage they should reweigh car and ascertain amount of loss. If, however, a car reaches a connecting line and is found to be leaking, it is the duty of the receiving line's Inspector to call the attention of the Chief Interchange Inspector to the trouble, and have him issue an order against the delivering line, in case the damage or loss originated before reaching the receiving line, in which case the delivering line would be responsible for any loss or claim that might arise.

**Saturday Half-Holiday Counted in Computing Free Time
L. C. L. Shipments Before Being Sent to Public
Warehouses.**

Rule -e- under Notice, page 12, Constitution, By-Laws, e Central Association of Railroad Officers, Columbus Division reads:

Railroads will cause all less than carload freight remaining in their warehouses more than three (3) days to be removed to public warehouse at cost and risk of owner.

Motion was made, seconded and carried, to submit to later ballot a resolution substituting the following for above Rule—e—.

Railroads will cause all less than carload freight remaining in their warehouses more than three (3) days, to be removed to public warehouse at cost and risk of owner; Saturday afternoons to be computed in this time, and all Sundays and legal holidays to be excepted.

Reading of Correspondence.

Secretary read minutes of meetings of Columbus Terminal Yardmasters' Association held February 17 and March and same were ordered filed.

New Business.

On motion duly seconded and carried, it was ordered that wherever the words "Car Service Association" appears in any matter pertaining to Central Association of Railroad Officers they shall be changed to read "Car Demurrage Bureau."

Bill of \$15.11 this Division's proportion of expense of **Central** Association of Railroad Officers for month of February, **was** approved and ordered paid.

Adjourned 2:30 p. m.

W. B. WOOD,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held in Room No. 916 Nicholas Building, Toledo, Ohio,
Thursday, March 12th, 1908.**

Meeting called to order at 11:00 a. m., by President,
T. B. Fogg.

The following members present:

C. H. & D. Ry.....	T. A. Sweeney	Superintendent.
C. H. & D. Ry.....	G. H. Waldo	Supt. Car Service.
C. H. & D. Ry.....	E. F. Holbrock	Agent.
H. V. Ry.	W. F. Elrod	Supt. Terminals.
H. V. Ry.	R. M Connell	Trainmaster.
H. V. Ry.....	T. R. Limer	Supt. Car Service.
L. S. & M. S. Ry.....	T. J. Charlesworth	General Agt.
M. C. R. R.....	D. S. Sutherland ...	Superintendent.
M. C. R. R.....	B. R. Donovan ...	Asst. Trainmaster.
M. C. R. R.....	F. vonNostitz	Agent.
Penna. Company	W. T. Wolff	Special Agent.
Penna. Company	Otto Schroll	Superintendent.
Penna. Company	G. W. Dennison	Agent.

P.	M. R. R.	H. E. Meyers	Agent.
P.	M. R. R.	A. R. Merriek	Superintendent.
T.	& O. C. Ry.	C. L. Gardner	Asst. Supt.
T.	& O. C. Ry.	H. E. Speaks	Superintendent.
T.	St. L. & W. R. R.	A. W. Sheahen	General Agent.
T.	T. R. R. Co.	T. B. Foggr	General Mgr.
T.	T. R. R. Co.	F. M. Cramer	Traffic Agent.
W	abash R. R.	L. N. Andrews	Joint Agent.
W.	& L. E. R. R.	L. N. Andrews	Joint Agent.

The minutes of meeting held February 13, 1908, were read and same were approved with the following exception:

The word "adopted" to be substituted for the word "accepted" in the motion made by Mr. Waldo and seconded by Mr. Limer, relative to the report of the Per Diem Committee on dispute between the H. V. Ry. and the T. Ry. and T. Company.

**Compliance with Resolution Adopted November 14, 1907,
Regarding the Discontinuance of Tallymen Assisting
in the Handling of Itemized Carload Freight on
Public Delivery Tracks.**

The Secretary read a communication from Mr. J. H. Frazer, General Superintendent, A. A. R. R., and one from Mr. J. C. Sullivan, Superintendent, Wabash R. R. under date of February 20, 1908, stating that their roads would not be governed by resolution adopted by the Association November 14, 1907, which became effective January 1, 1908, discontinuing the practice of allowing tallymen to assist in the handling of itemized package freight on public delivery tracks, owing to the fact that all roads in Toledo are not living up to the resolution.

The Secretary also read a communication from Mr. W. F.

Elrod, Superintendent of Terminals of the T. & O. C. Ry., asking what the intention of the roads in Toledo is regarding the enforcement of the above resolution.

Considerable discussion followed, and on motion, the Secretary was instructed to write all of the lines in Toledo with the view to ascertaining what the positions of the various roads are in regard to the enforcement of this resolution, stating that if any are disposed to disregard same, that they notify the Secretary in accordance with Article 3 of the Constitution and By-Laws of this Association.

Presentation of Topic at Annual Meeting.

The Secretary read a communication from Mr. W. G. Bayley, Superintendent, Big Four Railway, under date of February 19, 1908, declining to prepare paper to be read at the Annual Meeting of the Central Association of Railroad Officers, to be held in Peoria, Illinois, in October, 1908, in accord with resolution passed at last meeting.

On motion, Mr. T. B. Fogg, General Manager of the T. T. R. R. Company, was delegated to prepare this paper in place of Mr. Bayley.

Handling of Grain Doors.

The Secretary reported that he had not received replies from all roads in Toledo to letter ballot sent out February 17, 1908, asking for vote on the adoption of rules and regulations similar to those in effect by the St. Louis Traffic Bureau of the Merchants' Exchange, and after considerable discussion the Secretary was instructed to reply to Mr. J. M. Steenberg, Secretary of the Toledo Freight Committee, by whom this matter was referred to this Association, stating that it is the sense of this Association that this is entirely a traffic matter and should be handled by that department.

Question of Reclaim on No Bill Cars Delivered to Connections During the Recent Railway Clerks' Strike.

The Per Diem Committee, to whom this matter was referred at last meeting, made the following report:

Toledo, Ohio, March 12, 1908.

To the Central Association of Railroad Officers,
Toledo Division.

Gentlemen: In regard to reclaims on No Bill cars delivered to connections during the time of the Railway Clerks' Strike from September 20 to November 10, 1907, inclusive, the Per Diem Committee decides that in view of the fact that not all the roads were involved, also that some who were, feel that reclaims on such cars should be paid when the facts can be proved, and some are in favor of eliminating the reclaims altogether, for the period named, that such roads as may be interested in these reclaims should decide between themselves as to the action to be taken.

Respectfully submitted,

(Signed) G. H. Waldo,

W. T. Wolff,

F. P. Barr,

Per Diem Committee.

On motion of Mr. Waldo, seconded by Mr. Wolff, this report was received and adopted.

Interpretation of Standing Resolution No. 11 of the Central Association of Railroad Officers, Toledo Division.

The Committee to whom this matter was referred at the last meeting, made the following report:

Toledo, Ohio, February 27, 1908.

To the Central Association of Railroad Officers,
Toledo Division.

Gentlemen: At the regular monthly meeting of the Central Association of Railroad Officers, Toledo Division, held

Thursday, February 13, 1908, there was referred to a special Committee of three, appointed by the President as follows :

Mr. J. R. Horgan, Superintendent, L. S. & M. S. Ry., Mr. H. E. Speaks, Superintendent, T. & O. C. Ry., and Mr. Otto Schroll, Superintendent, Penna. Co., the question as to whether a notation on a transfer or through bill "Weigh and Correct" is to be considered as a request on the receiving line by the delivering line to "Weigh and Correct."

The Committee after considering this matter reports as follows:

Notation on transfer slip or through bill "Weigh and Correct" is not to be considered as a request to weigh the car under Standing Resolution No. 11.

The Committee further feels that such Standing Resolution No. 11 is only effective when special request is made by Agent of one line upon the Agent of another line to weigh the car, and so recommends to the Association.

Yours truly,

(Signed) J. R. Horgan,
H. E. Speaks,
Otto Schroll,
Committee.

On motion of Mr. Sweeney, seconded by Mr. Limer, this report was referred back to the Committee for further consideration and report at next meeting, with request that the Committee substantiate their report by any data which they may be able to procure.

**Question of Reclaim Against Delivering and Receiving Roads
on Cars Loaded with Hay, Stopped at Warehouses on
the T. T. R. R. Company for Unloading, Grading,
Reloading and Afterwards Reconsigned to
Destination.**

The Per Diem Committee to whom this matter was referred, made the following report:

Toledo, Ohio, March 11, 1908.

To the Central Association of Railroad Officers,
Toledo Division.

Gentlemen: At the regular monthly meeting of your Association, held February 13, 1908, the question of reclaim against delivering and receiving roads on cars loaded with hay, stopped at warehouses on the Toledo Terminal Railroad Company for unloading, grading, reloading, and afterwards forwarded to destination, was referred to your Committee.

We beg to report as follows:

The statement of facts may be found in the following letter addressed by Mr. T. B. Fogg, General Manager of the T. T. R. R. Company, to Mr. G. H. Waldo, Superintendent, Car Service of the C. H. & D. Ry., under date of February 24, 1908, which letter also refers to carloads of live stock stopped at the Toledo Union Stock Yards for feeding and rest.

In reply will state that the Terminal handle this traffic on a switching charge, and have no means of knowing to what points shipments are destined. I presume this traffic is handled, in most cases, by being billed from the original point of shipment to Baltimore, Philadelphia or New York, with notation "Stop at Toledo for grading."

All of the cars are unloaded and when ready to be forwarded, are billed out of Toledo to a point taking the Baltimore, Philadelphia or New York rate, as the case may be, at the proportion allowed beyond Toledo. Much of this hay remains in the house thirty (30) days or longer, according to the market conditions.

The arrangements for handling these shipments are made by the Traffic Department, but so far as the Terminal is concerned, we handle it in both directions upon a specific switching charge and receive no share of the through rate on such shipments.

It has always appeared to us that the shipments into the warehouse or stock yard was a separate and distinct delivery, and that the Terminal were justly entitled under the rules to the final reclaim of four (4) days.

The same conditions also apply on the outbound shipments.

Most of the cars after being made empty at Toledo are returned to the line from which received, and when shipment is ready to be forwarded, an empty car is furnished by the railroad receiving the outbound haul.

Until last month no question had been raised by any of the Toledo railroads as to allowing the final reclaim to the Terminal; but the A. A. R. R. refused one of our reclaim bills, and that is why I have asked the Per Diem Committee to investigate the matter so we can have a clear and distinct ruling as to what should govern.

I trust this information will enable you to adjust the matter promptly.

Your Committee decides that Rule 2 of the Toledo Switching Reclaim Rules, third paragraph, covers the question at issue. Said paragraph reads as follows:

The road for which terminal switching is performed will allow the terminal switching road upon whose rails cars are loaded or unloaded, (or upon private tracks connected therewith), a reclaim of four (4) days at the current per diem rate for each movement of a car under a switching charge.

Statement of facts shows clearly that these cars are handled by the Toledo Terminal Railroad Company under a switching charge on both inbound and outbound movements, and they are therefore eligible to reclaim under Rule No. 2:

First: A reclaim of four (4) days per car against delivering carrier road in inbound movement.

Second: A reclaim of four (4) days per car against receiving carrier road on outbound movement.

Respectfully submitted,

(Signed) G. H. Waldo,
W. T. Wolff,
F. P. Barr,

Per Diem Committee.

On motion of Mr. Limer, seconded by Mr. Sutherland, report was received and adopted.

Question of Reclaim Between Steam Roads and Electric Lines.

The Per Diem Committee to whom this matter was referred, made the following report:

Toledo, Ohio, March 11, 1908.

to the Central Association of Railroad Officers,
Toledo Division.

Gentlemen: At your regular monthly meeting, held January 9, 1908, the following motion was adopted:

Moved, That the question of Intermediate Reclaim between Steam Roads and Electric Lines be referred to the Per Diem Committee for report.

In obedience to this resolution, your Committee begs leave report as follows:

There are five (5) railroads entering Toledo operated exclusively by electricity, viz: Toledo & Western Ry., Detroit, Monroe & Toledo Short Line, Toledo & Indiana Ry., Toledo Urban & Interurban Ry., and Toledo, Port Clinton & Lake Erie Ry.

The Toledo Terminal Railroad is the only steam road that connects directly with the above named electric roads.

On November 10, 1904, Mr. C. F. Franklin, General Manager of the Toledo & Western Ry., issued a circular, stating that effective December 1, 1904, said road would pay for the use of freight cars of railroad ownership and require the payment for the use of its freight cars on per diem basis, under the rules adopted by the American Railway Association.

We find that practically every steam road in Toledo recognized this circular, and have been adjusting settlements in accordance therewith; however, the Toledo Terminal Railroad has not recognized it, but on the contrary have assumed an attitude of protest against it, in that they have indicated their willingness to pay per diem while cars are on the rails of the Toledo & Western Railway, and have rendered regular

terminal switching reclaims in accordance with the Toledo Switching Reclaim Rules.

Your Committee is of the opinion that the circular issued by the Toledo & Western Railway is irregular; is not in accordance with the Code of Per Diem Rules, and finds that notwithstanding said circular, the Toledo & Western Railway is a road that does not pay per diem under the definition issued by the Arbitration Committee of the American Railway Association (see Question No. 29 in the published list of Interpretations issued by said Committee).

Question No. 29 reads, "What is the meaning of the term in Rule No. 6, reading 'A road which does not pay per diem?'"

Answer, "A road which is not a subscriber to the Per Diem Rules Agreement."

We find that the issuance of this circular by the Toledo & Western Railway, and its recognition by the various roads, has placed the Toledo Terminal Railroad Company in a position where they were compelled to issue junction cards and make interchange reports, under protest, or give this same information in the form of voluminous correspondence.

We find that the terminal switching reclaims rendered by the Terminal Railroad Company against various roads entering Toledo have been paid with the exception of those rendered against one railroad and by that road were paid from December 1, 1904, to September 1, 1906, without protest, since which latter date, it has refused to pay such reclaims, insisting that the Toledo Terminal Railroad Company is entitled to intermediate switching reclaim only.

They contend that when a percentage arrangement is entered into between any of the electric roads and a steam road, the Toledo Terminal Railroad Company thereby becomes an intermediate switching road and is therefore, entitled to only the intermediate switching reclaim of one (1) day.

Your Committee is clearly convinced that the real status of the Toledo & Western Railway has not been changed by the circular issued, nor by the acceptance of its terms by

various steam roads, and it is therefore recommended that each one of the five (5) electric roads herein named shall be treated as an industrial road by the Toledo Terminal Railroad Company, effective April 1, 1908.

This recommendation, if adopted, will establish the right of the Toledo Terminal Railroad Company to render terminal switching reclaims against various carrier roads, and will carry with it, the obligation on the part of the Toledo Terminal Railroad Company to pay per diem accruing on cars while on the rails of the various electric roads, no interchange reports being made and no junction cards issued, touching cars handled between the Toledo Terminal Railroad Company and the various electric roads.

Your Committee further recommends that all unadjusted standing terminal switching reclaims on the basis of four (4) days per car, at the current per diem rate rendered by the Toledo Terminal Railroad Company, shall be paid after checking.

It is the opinion of the Committee that if these recommendations are adopted, any pro-rating or percentage arrangement that may be in effect between any steam road and electric industrial road, will be in no wise affected.

Respectfully submitted,

(Signed) G. H. Waldo,
W. T. Wolff,
F. P. Barr,

Per Diem Committee.

On motion of Mr. Waldo, seconded by Mr. Sutherland, report was received.

On motion of Mr. Sutherland, seconded by Mr. Speaks, vote on the adoption of this report was postponed until next meeting.

Minutes of meeting of the Standing Committee on Interchange Car Inspection, held March 5, 1908, were read and were approved with the exception of that part recommending a charge of 25c per hour for actual time consumed performing partial transfers, regarding which Mr. Suther-

land offered the following resolution, which being second by Mr. Sweeney, was carried:

Moved, That the vote on the adoption of this resolution be postponed until the Standing Committee on Interchange Car Inspection makes its report as to whether such change should be handled on transfer orders or on defect cards.

Question as to Reclaim to be Allowed and Proper Charge to be Made Against Owner on a Carload that is Switched to an Industry and Refused by Consignee and Ordered Reswitched for Another Delivery.

The following report of the Committee appointed by Toledo Local Freight Agents' Association, to present this matter to the Central Association of Railroad Officers, Toledo Division, was read:

Toledo, Ohio, March 12, 1908
Central Association of Railroad Officers,
Toledo Division.

Gentlemen: At the last regular meeting of the Toledo Local Freight Agents' Association, held Wednesday, March 11, 1908, Mr. Armstrong, Agent of the H. V. Ry., brought up the question as to reclaim to be allowed and proper charge to be made against owner on a carload that is switched to an industry and refused by consignee and ordered re-switched for another delivery.

After considerable discussion as to how the matter should be handled, Mr. Armstrong, Mr. Grossman and Mr. Dennison were appointed as a Committee to present the matter at the next meeting of the Central Association of Railroad Officers, Toledo Division, and ask for a ruling to cover.

For example: H. V. Ry. delivers a car to the W. & I. R. R. for the National Malleable Castings Company on the W. & L. E. R. R., and on arrival at the National Malleable Castings Company, they refuse the car and owner orders it re-delivered to Baker Bros. on the M. C. R. R., at Wagon Works.

The W. & L. E. R. R. are entitled to a four (4) day reclaim for original movement to the National Malleable Castings Company. Are they entitled to another four (4) days' reclaim for switching it to the M. C. R. R.? The M. C. R. R. are also entitled to four (4) days for delivery to Baker Bros.

What reclaim shall be allowed and what charge shall be made against owner to cover the extra reclaim? When car is reconsigned, the owner has to pay the extra switching charges, and someone has to pay extra reclaim.

Can Transportation Department fix the charge to take care of this, or should it be covered by a tariff, issued by Traffic Department, naming a regular charge for reconsigning a switch car.

If covered by a Traffic Department Circular or Tariff, then in above case the W. & L. E. R. R. would obtain a release on the car from H. V. Ry., and accept owner's orders for reconsignment and collect the reconsigning charge from owner and become responsible for any reclaim made necessary by the reconsignment.

Very truly,

(Signed) W. E. Armstrong,

E. M. Grossman,

G. W. Dennison,

Committee.

On motion, this report was received and ordered referred to the Per Diem Committee.

Carding of Trap Cars.

This matter was considerably discussed owing to the present pilfering from this class of cars and on motion, same was ordered referred to the Toledo Local Freight Agents' Association for their recommendation.

On motion adjourned.

T. B. FOGG,
President.

H. M. ELLIOTT,
Secretary.

PEORIA DIVISION.

Proceedings of Regular Monthly Meeting held in Room 18, Union Station,
Peoria, Ill., Tuesday, Mar. 17th, 1908.

Meeting convened at 9:25 a. m., President Russell in the chair.

Representation:

A. T. & S. F.....Not represented.
C. & A.....W. B. CauseySuperintendent.
C. & N. W.....Not represented.
C. B. & Q.....J. W. MulhernSuperintendent.
C. B. & Q.....Fred ClarkCar Acct.
C. R. I. & P.....H. I. BattlesGen. Agent.
C. P. & St. L.....M. D. SchaffSuperintendent.
C. P. & St. L.....D. C. FrederickC. S. A.
C. P. & St. L.....A. L. Rossetter.....Supt. Mo. Power.
L. E. & W.....W. J. Davis.....Superintendent.
Ill. CentralNot represented.
Iowa CentralNot represented.
Peoria Ry. Terminal.....Not represented.

P. & P. U.....Wm. HassmanM. M.
Peoria & Eastern.....J. R. CavanaghS. F. T.
Peoria & Eastern.....J. A. GibsonM. M.
T. P. & W.....S. M. RussellSuperintendent.
VandaliaF. L. CampbellSuperintendent.
VandaliaH. C. Johnson....Engineer M. of W.
VandaliaB. C. CooperTrainmaster.

Visitors: J. H. Melton and A. B. Miller, Car Department,
C. & A., W. E. Emery of Chicago, J. W. Thompson, Chief
Clerk, Superintendent Car Service, C. R. I. & P., and George
Walliser, General Yardmaster, P. & P. U.

President: If there is no objection, the minutes of our
last meeting will be approved as printed.

State and Interstate Laws Relating to Hours of Service of Train Crews, Operators and Extra Brakemen.

Discussion of this subject lasted forty-five minutes, and
on motion subject was continued on the docket.

Charges for Transfer.

President: The vote in favor of the St. Louis schedule
being more than two-thirds favorable, I will declare the
schedule adopted.

Mr. Cavanagh: I move the schedule as adopted be
amended to read as follows: "Actual cost of transfer plus
ten percent with maximum as per schedule." and that matter
be submitted to letter ballot.

Seconded and carried.

Coal Consumption Per Ton and Car Mile.

Subject was passed.

Joint Service and Improvements in P. & P. U. Terminal —

Mr. Schaff: I would like to hear from Mr. Walliser.

Mr. Walliser: I think all is being done that can be ^{to} cause free movement of traffic through this gateway, and ^{for} now I have no cause for complaint. There are little things coming up from time to time which are necessarily settled with the different lines direct, but we are having no trouble in getting freight moved, nor with train crews, and all lines are conforming nicely to our ideas. If any of you have any complaints, I would like to hear them.

President: The T. P. & W. have noticed a great improvement in getting freight to and from the freight houses and also in getting our trains in and out.

Mr. Schaff: We have also noticed an improvement, and hope it will continue. I would like to ask if joint yard clerks would help any?

Mr. Walliser: There is lots of room for improvement in yard clerks. One good joint man can handle as much as two men are handling now.

Mr. Schaff: One trouble is in getting our crews called. Yard clerks are at East Peoria while the Agent and Chief Clerk are on this side of the river, and the yard clerk acts largely on his own initiative without any direct supervision.

Mr. Walliser: One man at East Peoria should see to the calling and ordering of all crews. At present every line has a man calling crews and giving orders in general, and there is a great deal of confusion in getting the orders to the proper men. If you have one good man who is big enough to handle the matter, he could see that crews are called and that orders are filled.

Mr. Causey: This joint man should be responsible to the P. & P. U. While there is some argument against the joint man, I am in favor of it.

Mr. Schaff: I would suggest that we put on the call for the next meeting, this subject of joint yard clerks, and that we get an expression from all lines prior to the next meeting. I make this as a motion.

Mr. Campbell: Does this cover joint train clerks and should the P. & P. U. employ and supervise them? I have discussed this matter with the P. & P. U., and also with our local Agents, but up to now I have never been able to find any local Agent who will agree to it. Here is the Vandalia and the T. P. & W., practically in the same family, and one man could do our work nicely and reduce our expense.

Mr. Schaff: The Traffic Department objected to the joint yard clerks, but I understand that objection has been removed. The main thing is in the supervision.

Mr. Schaff's motion was then put and carried.

Mr. Walliser: I would call attention to our new arrangement for making up trains. We now build two T. P. & W. trains and one C. & A. train on this side of the river. I can see the benefit a joint yard clerk would be, especially at Wesley, where one man can care for all trains.

Mr. Schaff: I move this subject be referred to the Transportation Committee for investigation and report at our next meeting.

Seconded by Mr. Causey and carried.

Watch Inspection by Different Lines.

Mr. Schaff: On most roads this is handled by contract with some local firm at Division points. On some lines they require a certificate of inspection every three months, while watches are inspected once a week.

Mr. Causey: This is the arrangement on the C. & A.

Mr. Campbell: We have semi-annual inspections.

Mr. Battles: The Rock Island inspection is quarterly—

Mr. Walliser: P. & P. U. inspection is quarterly.

Mr. Schaff: Our rule is every two weeks.

Secretary: Some roads require conductors and engineers to register when their watches were last wound.

• Mr. Campbell: I do not think the watch inspection amounts to much on account of the time it takes to get it. While we have semi-annual inspections, our engineers and conductors compare their watches with Standard clock and fill out a blank. Even when the inspection is made every week, the inspector does not open the watch.

Mr. Schaff: Our men all report to an inspector and the inspector reports to us. We use the Ball system.

On motion the subject was stricken from the docket.

Trains Delayed by Engine Failures.

Mr. Mulhern: What is an engine failure?

Mr. Rossetter: Any physical defect of locomotive which prevents its handling its full tonnage on schedule time.

Mr. Hassman: I agree to that.

Mr. Gibson: I agree also.

Mr. Schaff: Is improper drafting a physical defect or plates not adjusted right on engine just out of the shop a physical defect?

Mr. Hassman: Yes, sir.

On motion the subject was continued on the docket.

Per Diem Reclaim Rules.

Indianapolis, Ind., March 16, 1908.

Mr. A. J. Elliott, Secretary.

The Per Diem Committee met in Peoria on February 20th for the purpose of revising the reclaim rules, account cars switched at Peoria and Pekin, the following members being present: D. C. Frederick, C. S. A., C. P. & St. L., Fred Clark, S. C. S., C. B. & Q., E. A. Burrill, General Manager, P. R. T., R. R. Harris, Car Accountant, C. C. C. & St. L.

And the following were present by request: A. L. Rossetter, S. M. P., C. P. & St. L., R. H. Johnson, General Manager P. & P. U., Wm. Hassman, M. M., P. & P. U., C. A. Brown, Agent, P. & P. U., F. H. Sykes, General Yardmaster, C. B. & Q.

The reclaim rules were gone into thoroughly and the following rules were drawn up to be submitted at the next meeting of the Peoria Division of the Central Association of Railroad Officers, with the recommendation that they be adopted.

Yours truly,

(Signed) R. R. Harris,
Chairman, Per Diem Committee.

**Per Diem Reclaim Rules Governing the Settlement of
Reclaims Account Cars Switched at Peoria and
Pekin, Illinois.**

Superseding all Previous Reclaim Rules.

RULE No. 1.

Switching Service is the movement of a car to be loaded or unloaded, or the movement of a car between railroads, at a charge for the service rendered within the designated

switching limits, the road performing the service not participating in the freight rate.

Switching Service shall be divided into two classes, viz; Terminal Switching and Intermediate Switching.

RULE No. 2.

Terminal Switching is that wherein one road receives from another a loaded car to be unloaded on its tracks, an empty car to be loaded on its tracks and returned to the delivering road, or picks up and places an empty car to be loaded on its tracks to a road participating in the freight rate.

The road for which terminal switching is performed is that road participating in the freight rate nearest to the point within the switching limits on the switching road where a car is loaded or unloaded.

The road for which terminal switching is performed will allow the terminal switching road, upon whose rails cars are unloaded or loaded (or upon private tracks connecting therewith) a reclaim of four days at the current per diem rate for each loaded movement of a car under a switching charge.

RULE No. 3.

Intermediate Switching is that wherein one road receives from another a loaded or empty car to be delivered to another road, the service being performed within the switching limits, the road performing such service not participating in the freight rate.

The road for which intermediate switching is performed is that road participating in the freight rate nearest to the intermediate switching road or roads.

In the case of intermediate switching between two roads, both of which participate in the freight rate, the delivering road is the one for which intermediate switching is performed.

The road for which intermediate switching is performed will allow the intermediate switching road or roads one (1)

day at current per diem rate for movement of each loaded car, whether switched or through cars, no reclaim allowed on empty movements.

If there are two or more intermediate switching roads, the allowance of the one (1) day at current per diem rate will be divided equally in accord with the foregoing.

RULE No. 4.

In the case of cars loaded or reconsigned at a point within the switching limits, to a point within the switching limits, the road upon which the car is loaded stands in the same attitude as a delivering line participating in the freight rate, and said road must pay reclaims. (This includes "trap" cars handled under a switching charge.) The right of reclaim is not affected by the fact that in switching service the switching lines may collect their charges from the shipper or consignee.

RULE No. 5.

A road performing terminal or intermediate switching receives an empty car from a connection for loading, and such car is returned by reason of cancellation of order, or unfit to load, reclaim may be made against the delivering road for actual per diem with maximum of four (4) days. If a road accepts cars after order has been cancelled, reclaim can only be made for one (1) day on each car so accepted, the intermediate line to reclaim for actual time with a maximum of one (1) day to cover movement in both directions.

RULE No. 6.

When cars, including cars of the receiving road, are delivered in error or not accompanied or preceded by proper data for forwarding and to insure delivery, an arbitrary reclaim of one (1) day will be allowed the receiving line as a penalty. The receiving line shall, however, notify the delivering line within twenty-four (24) hours after the receipt

of the car, after which the delivering line shall be responsible for all per diem up to the time disposition is furnished, including the one day arbitrary above referred to. In case of failure on the part of the receiving line to notify the delivering line within twenty-four (24) hours, responsibility for all per diem up to the time such notice is served, shall rest with the receiving line, except that it shall under any circumstances be entitled to the one day arbitrary above referred to.

RULE No. 7.

Whereas, Rule 5, of the Car Service Code, provides that delivery is not complete until cars have been accepted by a car inspector of the receiving line, and whereas, compliance with this rule at many points is impracticable, it is understood and agreed upon that when cars in bad order are receipted for, such cars shall be treated in accordance with the M. C. B. Rules and Special Rules of this Division.

Reclaims on Bad Order Cars can only be made under following conditions, except as provided in Car Service Rule No. 5.

A. On foreign empty cars rejected when found to be in general worn out or wrecked condition, as outlined in M. C. B. Rules No. 125 and 126.

Actual per diem not exceeding three days' reclaim will be allowed, if necessary to place car on repair track.

B. When loaded cars are delivered in bad order or improperly loaded, making car unsafe to run, and such cars are transferred.*

Actual per diem not exceeding three days' reclaim will be allowed.

C. When non-air cars are transferred by receiving line in accordance with M. C. B. Rule 36.

Actual time not exceeding three days' reclaim will be allowed.

*An overloaded car will be considered as improperly loaded.

tainment Committee, it may be proper to combine the Arrangement and Entertainment Committees, with Mr. Schaff as Chairman of the combined Committee.

President: The Chair followed instructions in regard to the appointment of these Committees.

Mr. Mulhern: I think the President is empowered to take such action in regard to Committees as circumstances may require.

President: If agreeable to the Association, I will make Mr. Schaff Chairman of the combined Committee.

Mr. Schaff: I would like to have any suggestions from members between now and the 10th of April, as to any matter in connection with the arrangements or entertainment of this Convention. The Committee is inclined to give any member's suggestions very full consideration.

President: I will ask the Chairmen to get their Committees together and make report at the next meeting.

Leaky Tank Cars.

Secretary: By your direction I sent to the Equipment Committee a communication from the General Secretary regarding leaky tank cars or leakage of liquids in barrels, and have reply from Mr. Hassman on behalf of the Committee, reading as follows:

Peoria, Ill., March 16, 1908.

Mr. A. J. Elliott, Secretary.

Replying to your letter of February 24, attached to one from Mr. O. G. Fetter, General Secretary, in reference to leaking tank cars, or leakage of liquids in barrels, wish to say that our practice is, if it is a leaking tank car, to endeavor to stop leakage by caulking, or by any such means at our command. Failing in this we notify P. & P. U. agent. If leakage is in barrels, P. & P. U. agent is also immediately notified, who takes such steps necessary to avoid further loss.

Not having heard from any of the equipment committee,

can say that, personally, think that the rules should be ~~in~~ incorporated with ours.

Respectfully,

(Signed) Wm. Hassman.

Mr. Rossetter: St. Louis Rule 41 covers this, and I move that the Rule be adopted as a Rule of this Division.

Seconded and carried.

Resignation of Mr. Kruse.

Peoria, Ill., March 4, 1908.

Mr. S. M. Russell, President.

Having severed my connection with this Company, I beg to tender my resignation as a member of the Central Association of Railroad Officers of the Peoria Division.

It is with the sincerest regret that I do so, as my relations with the various members of the Association have been of the most pleasant character.

Hoping that the "Peoria Division" will continue to progress, and that the annual meeting in October will be all that can be desired, I am

Sincerely yours,

(Signed) H. G. Kruse.

Mr. Schaff: I move we accept Mr. Kruse's resignation and that he be elected an honorary member of this Division

Seconded and unanimously carried.

Reclaim Time on Grain.

On motion this was ordered referred back to the Per Die Committee.

Change in Hour of Meeting.

Mr. Schaff: I move the time of meeting be changed from 9 a. m. to 9:30 a. m.

Seconded and carried.

Missing Junction Records.

Mr. Frederick: On February 27th I wrote a number of men in regard to Missing Junction Records, citing 137 rs in one month of which we had no record. It was suggested to me by Mr. Clark of the C. B. & Q., that the subject referred to the Per Diem Committee, and I will make that a motion.

Seconded and carried.

Changes in Rules.

Secretary: The Committee has been waiting for the Per diem Committee's report, and as soon as we have that we will proceed with the formulation of the Rules.

Adjourned 12:10 p. m.

J. ELLIOTT,
Secretary.

S. M. RUSSELL,
President.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the
Central Association of Railroad Officers, held in the Railroad Branch
Y. M. C. A. Building, Friday, Mar. 13th, 1908.

The meeting was called to order at 10:30 a. m., with
President Downing in the chair.

The representation was as follows:

B. & O. S-W. R. R.....	J. B. Carothers.....	Superintendent	t-
B. & O. S-W. R. R.....	J. R. Sanford.....	Trainmaster	r-
C. B. & Q. R. R.....	F. L. Johnson.....	Supt. Terminals	s-
C. B. & Q. R. R.....	C. M. Morris.....	Agent	t-
C. & E. I. R. R.....	R. D. Miller.....	Supt. Terminals	s-
C. & A. R. R.....	Not represented.		
C. C. C. & St. L. Ry.....	R. R. Harris.....	Car Accountant	t-
C. C. C. & St. L. Ry.....	H. T. Stephens.....	Agent	t-
C. P. & St. L. Ry.....	A. L. Rossetter.....	Supt. Mo. Power	r-
I. C. R. R.....	R. O. Wells.....	Agent	t-
L. & N. R. R.....	Not represented.		
M. K. & T. Ry.....	Not represented.		
Mo. Pac. Ry.....	J. W. Dean.....	Supt. Terminals	s-
M. & O. R. R.....	E. W. Moore.....	Superintendent	t-

M. & O. R. R...... **A. L. Pollard**.....**Fr't. Agent.**
Rock Island **H. L. Reed**.....**Superintendent.**
St. L. & S. F. R. R...... **P. W. Conley**.....**Supt. Terminals.**
St. L. S. W. Ry...... **C. F. Bigelow**.....**Agent.**
Southern Ry. **E. J. Coffey**.....**Agent.**
St. L. & B. E. R. R...... **C. S. Darrach**.....**Supt. Fr't. Traffic.**
St. L. T. & E. R. R...... **Not represented.**
St. Louis Transfer Co..... **Not represented.**
St. L. Nat. Stk. Yds...... **J. H. Hohl**.....**Supt. Terminals.**
St. L. & O'Fallon Ry..... **Chas. A. Wall**.....**Secy. & Treas.**
L. & M. R. R...... **J. J. Reardon**.....**Superintendent.**
T. R. R. A...... **J. J. Coakley**.....**Superintendent.**
T. R. R. A...... **J. J. O'Brien**.....**Supvr. Car Dept.**
Vandalia R. R...... **W. C. Downing**.....**Superintendent.**
Vandalia R. R...... **John Fitzpatrick****Agent.**
Vandalia R. R...... **J. E. Mechling**....**Master Mechanic.**
Wabash R. R...... **J. E. Taussig**.....**Supt. Terminals.**
Viggins Ferry Co...... **Chas. Burlingame**...**Superintendent.**
Central Association **Chas. Waughop**...**Chf. Int. Inspector.**

Chairman: Have we a quorum?

Secretary: We have.

Chairman: The minutes of the previous meeting will stand approved, unless there are some objections.

No objections.

Unfinished Business.

Handling of Perishable Freight in Cold Weather.

Secretary: This matter is still in the hands of the Managers' Association, who have not replied.

Supervision of Scales by the Merchants' Exchange.

Secretary: At the last meeting a member of the Local Freight Agents' Association, to whom this matter was referred, expressed the belief that they would be able to report on it in the near future. Nothing, however, has been heard from them.

Mr. Pollard: We had a conference recently with the Merchants' Exchange representatives, but there still seemed to be some hitch in carrying out the original program on account of their failure to get the produce men in as they had agreed to do. Another meeting will probably be held at an early date.

Mr. Downing: We will consider Mr. Pollard's remarks as a report of progress.

What Constitutes Delivery of a Car Under Certain Conditions.

Secretary reads:

Southern Railway Company.

East St. Louis, February 24, 1908.

Mr. J. Rothschild, Secretary,

Central Association of Railroad Officers,
St. Louis, Mo.

Dear Sir: I would like the Association's ruling as to **what** constitutes the delivery of loaded cars under the **following** circumstances: Interchange between Southern and Vandalia is at Willows. We have no night yard clerk at that point. When we make deliveries to the Vandalia at night, the **fore-**man of the crew making the delivery delivers per diem and **way-**bills at the Vandalia yard office, which is only a **short distance** from the connection. Should the Vandalia deliver a load to **us** at night, what is required of that line in reference to per diem and way bills to constitute a delivery? I am trying to **es-**

establish responsibility for the freight in the car while it remains on the connection from time placed until accepted by our yard clerk.

Yours truly,

J. F. Sheridan,
Superintendent Terminals.

Mr. Taussig: I do not think the gentleman goes into the matter fully enough as to what arrangement he has with the Vandalia. It is a matter between the two lines to determine the point at which way bills and per diem sheets should be delivered. As soon as that is done the responsibility is established. Without that information I do not see how this Association can take any action on it.

Chairman: This is a hypothetical case. There is nothing before us now on this subject that I know of. It came up through the Agents being unable to agree on the proposition, and Mr. Sheridan and I had some correspondence on the subject, but I was not aware of his intention to present it to the Association. However, if you care to discuss it, I will be very glad to have it done. It is a question which comes up I presume where you have no joint interchange clerk, or where one road has no clerk at point of interchange. The yard office of the Southern is some two miles away from the connection. They seem to think that our deliveries are not effected until we deliver the bills at the yard. The deliveries are made on a recognized interchange track.

Mr. Coakley: It occurs to me that this is a matter for special arrangement between the two roads to arrive at. My recommendation in the matter is to make a joint clerk out of the Vandalia man; there are some such arrangements in St. Louis,—the Terminal and Missouri Pacific have a joint yard clerk at one point. He delivers the bills to the Terminal and vice versa. That is a recognized record and wherever we have such an arrangement it works out fairly satisfactory. We have a joint man with the Troy & Eastern and at several other points. One great advantage, there is never any dispute between the two clerks.

Mr. Taussig: I move that the communication be returned to Mr. Sheridan with the statement that we do not feel this is a matter that the Association can determine the responsibility of, and should be settled between the two Superintendents. One certain point should be determined upon for the delivery of waybills and per diem.

Chairman: Unless there is some objection, we will accept that as carried without putting the motion.

No objection and so ordered.

Failure to Properly Close and Seal Cars Loaded with Hay.

Secretary reads:

Terminal Railroad Association of Saint Louis.

February 20, 1908.

Mr. J. Rothschild, Secretary.

Central Association of Railroad Officers,
Saint Louis.

Dear Sir: Will you present for discussion at next meeting of the St. Louis Division of the Central Association of Railroad Officers, matter of requiring all lines interchanging carload shipments of hay in this territory to have car door closed and sealed?

I find that we are receiving quite a number of cars loaded with hay from the various lines with doors partly open and hay sticking out, subjecting the shipments to the hazards of fire damage.

Respectfully,

J. J. Coakley,
Superintendent.

Mr. Coakley: There is no rule at the present time covering this and, as you are aware, one of the roads recently sustained considerable fire damage on account of it. Roads are transporting the cars over their lines, also delivering them to connections with car doors open, in many cases being left

open by the hay inspectors. My idea of it is to frame up a resolution and have our committee make request upon the Merchants' Exchange, that the inspectors of hay be required—that it be made one of their duties—to close the doors after they have inspected the hay. I understand it is a rare thing for them to even make an effort to close the doors, thereby jeopardizing the property, as well as surrounding property, to fire damage. You all know we had several bad fires from this source in the north end of town.

Mr. Taussig: Does that not apply more to East St. Louis than to St. Louis? Where you receive cars with doors open, do they not nearly all come from eastside lines?

Mr. Coakley: I believe so.

Mr. Taussig: I believe some of our eastside agents will tell us that some of the inspectors will simply not close the doors.

Mr. Fitzpatrick: Not with our road. That question has been up time and again, and we have issued positive instructions to our yard clerks to see that the inspectors close the doors.

Mr. Carothers: I understand this question has been up before the Association before, and that they had it up with Mr. Lincoln. Our experience is just contrary to that of the Vandalia. I had the matter up with our Agent, who stated that inspectors often leave the hay in such position that the doors could not be shut without reloading the car, that the inspectors would pay no attention to it, and we could not do any differently from what we were doing.

Mr. Taussig: I received a letter from our Agent at East St. Louis stating he had trouble with the State Inspectors in regard to closing the doors. I took the matter up with Mr. Lincoln and he replied that he would take it up with the Railroad & Warehouse Commission.

Mr. Wells: At our place the hay is placed on team track and the majority of it is sold there. The inspectors come over in their buggies, and go along inspecting the hay. In making

these inspections they pull out a bale or two from the doorway of the car. After bale is pulled out it is almost impossible to push it back. That accounts for so many of the cars being interchanged with the doors open. The matter has been up with the Merchants' Exchange on several occasions that I know of, but although Mr. Lincoln has issued bulletin notices to the hay inspectors, they do not seem to be able to control it. Whenever we find cars of that kind around the yard, we aim to close them, at least at night time. The inspection goes on during the forenoon, and it would not do very much good to close the doors while the inspection is in progress. I think the instructions of each individual road are, that these doors be closed whenever it is possible to close them, at least during the night and before delivery is made to connecting line. Such instructions are in effect on our line. I do not think it would do any good to take it up again with the Merchants' Exchange.

Mr. Taussig: I move that this communication be referred to the Transportation Committee and that they frame up a rule.

Mr. Carothers: I second the motion.

Motion carried.

Resignations of Messrs. Somerville, Kearney and Carbery.—

Secretary reads:

The Missouri Pacific Railway Company.

St. Louis, February 29, 1908.

Mr. Julius Rothschild, Secretary.

Central Association of Railroad Officers,
Union Station.

Dear Sir: On account of recent changes, Mr. J. W. Dean, my successor as Superintendent of Terminals for the Missouri Pacific System, will represent this company in the Central Association in future. It is therefore necessary for me to resign as Vice President of the Association, Member of the

Transportation Committee and Chairman of the Arbitration Committee.

In tendering my resignation, I wish to thank you personally and through you, the officers and members of the Association for the courtesy and kindness uniformly extended to me during my connection with the Association. The St. Louis Division of the Central Association has always been an able and efficient organization, and the work accomplished by this Division in the interest of improved transportation service through the St. Louis and East St. Louis gateways, has been really remarkable.

It is with sincere regret that I tender my resignation, and with the assurance that I shall always remember the many pleasant meetings together during the past few years.

With sincere regards and best wishes, I remain,

Sincerely yours,

E. F. Kearney,

Supt. Transportation.

Chicago, Burlington & Quincy Railroad Company.

St. Louis, February 29, 1908.

Mr. W. C. Downing, President,
Central Association.

Dear Sir: Owing to my removal from the City, I am compelled to sever my connection with the Central Association of Railroad Officers, and herewith tender my resignation as a member of the Interchange Committee.

I sincerely regret the necessity of giving up the pleasant associations with fellow members of the Central Association and the Interchange Committee, which I have enjoyed the past two years, and I seek for my successor, Mr. F. L. Johnson, the right hand of fellowship which the members of the Association so kindly extended to me.

Sincerely,

J. A. Somerville,

Supt. Terminals.

The Missouri Pacific Railway Company.

St. Louis, March 2, 1908.

Mr. J. Rothschild, Secretary,

Central Association of Railroad Officers,

St. Louis, Mo.

Dear Sir: Acknowledging receipt of notice of meeting of the Interchange Committee on March 6th, will state that it will be impossible for me to be present, as I am leaving the city for Fort Scott, Kansas, which will be my headquarters in the future.

In this connection, will also ask that my resignation from above committee be accepted for reasons as above.

Yours truly,

T. F. Carbery,

Master Mechanic

Mr. Coakley offered the following motion, which was duly seconded:

Resolved, That this Association recognizes in the acceptance of resignations of Messrs. E. F. Kearney, J. A. Somerville and T. F. Carbery, as members of this Association, a great loss to this Association, but in accepting it, congratulates itself that they did it without regret, as the Association's loss is the personal gain of those individuals.

However, it is the consensus of this Association that we in a fitting manner express to those men, and to the railroad people who come in contact with them, a full appreciation of their ability and confidence in their future success, and express our thanks for the great assistance contributed by them to the success of this Association.

Chairman: I think that we all fully appreciate the loss to the Association by the resignations of these members, and think this resolution is appropriate, and I ask for the unanimous vote of the Association. Those in favor of it please signify by saying "Aye."

Carried unanimously.

Mr. Taussig: I would like to add that a copy of the resolution be sent to each one.

So ordered.

Selection of Paper to be Read at Annual Meeting.

Letter was read from General Secretary Fetter, giving list of subjects for papers to be read at the annual meeting at Peoria, Illinois, October 14, 15 and 16, 1908. the subject assigned to the St. Louis Division being

Payment of Clerks, Platform Laborers, Car Repairers, and Others on Piece-Work or Tonnage Basis; Is Such a Method More Economical and Is Better Service Secured than by Payment on Monthly or Hourly Basis?

Chairman: Will be pleased to have any volunteer for this work or any suggestions as to how we shall select the man.

Mr. Coakley: I name Mr. Taussig. I think he is fully capable to handle the subject.

Mr. Hohl: I second the motion.

Mr. Taussig: I would like to have Mr. Johnson put on that committee with me, as he has had considerable experience in that line of work.

Messrs. Coakley and Hohl accepted the amendment.

Motion carried.

Minutes of General Yardmasters' Meeting.

The minutes of the General Yardmasters' meeting held on the 7th inst., were read and ordered filed. There was some discussion as to bringing about a better attendance. opinions

being expressed that this could probably be done by holding meetings on Sunday instead of week-day.

Furnishing Labor to Load and Unload Carload Freight

The following circular was issued on February 15th:

Central Association of Railroad Officers,
St. Louis Division.

February 15, 1908.

Superintendents:

In connection with the furnishing of labor to load and unload carload freight the following resolution, effective March 15, 1908, was unanimously adopted at meeting of the St. Louis Managers' Association held on the 10th inst.,

Recommended, That on through traffic in carload quantities taking C. L. rates, from St. Louis or to St. Louis, handled by wagons to or from depots in East St. Louis, no labor shall be furnished at St. Louis or East St. Louis by any Railroad Company to any shipper or consignee, or to or for the transfer company or companies, except when such transfer companies are public transfer companies and are named in the legal tariffs as participating carriers in the through rates to and from St. Louis. **Effective March 15, 1908.**

Will you kindly arrange to put these instructions in effect on the date named, and oblige

Very truly,

J. Rothschild,
Secretary.

Chairman: That disposes of this question.

Report of Interchange Committee.

Secretary reads:

St. Louis, Mo., March 6, 1908.

Mr. W. C. Downing, President,

Central Association of Railroad Officers.

Dear Sir: The Interchange Committee met this date at 10:00 a. m., in the office of the Chairman, the following members being present: Mr. J. E. Taussig, Chairman, Mr. J. J. O'Brien, Mr. J. E. Mechling, and Chief Interchange Inspector Chas. Waughop.

Visitors: F. L. Johnson, Burlington, C. S. Darrach, St. Louis & Belleville Electric, and Chas. A. Wall, St. Louis & O'Fallon.

Resignation of Messrs. Somerville and Carbery.

The resignations of these two members of the Committee were received with much regret, and it is the hope of the Committee that in electing their successors, the Association will elect men who will take the same interest in the work as was always taken by Mr. Somerville. Mr. Carbery only served a short time, during which he also took a deep interest in the work of the Committee.

Joint Inspection Between St. L. & B. E. and St. L. & O'F.

This subject is covered in a previous report. The two lines in interest desire the joint inspection service extended to a point near French Village, Illinois, where they interchange cars. On account of it being a rather inconvenient point to reach, the Committee has been trying to get around it by having the two lines appoint a joint inspector at this point under the direct supervision of the Chief Interchange Inspector. To this arrangement however, they would not agree. Thereupon after considerable discussion, it was moved by Mr. O'Brien, seconded by Mr. Mechling, and carried

That it is the sense of this Committee that the same service be extended to the St. Louis & Belleville Electric and St. Louis & O'Fallon Railroads, in the vicinity of French Village, as is extended to other lines at points outside of the regular district.

The Chief Inspector was, therefore, instructed to extend the joint service accordingly, the representatives of both the lines agreeing to furnish the necessary transportation in connection with the work.

Making Retrenchments in Interchange Car Inspection Expense.

The Sub-Committee was instructed to make a thorough investigation as to what retrenchments could be made in the expense of Interchange Car Inspection, and the question will probably be covered in our next report.

Advertisements on Freight Cars.

This question having been raised again, it was decided after some discussion, to have the Chief Inspector issue the following circular to all Car Foremen and Inspectors in the terminals:

Where industries use side cards on cars, they be limited to 7 x 10 inches, the information thereon to be confined strictly to the car number and initial, date shipped, name of shipper, point of shipment, consignee, destination, and route; no pictures or monograms of any kind whatever to be permitted, and the type used is to be of a reasonable size, not larger than is usually used by railroads for side cards.

Such cards are not considered as advertisements under A. R. A. rule 13 and M. C. B. rules 40 and 106 -

Restaking Cars.

Rule 42 reads:

The expense of readjusting a load shall be borne by the receiving line, except where load is not properly staked as provided for in M. C. B. specifications. The cost of properly restaking only shall be borne by the delivering line.

Upon the suggestion of the Sub-Committee we recommend that there be added to this rule the following:

Actual cost shall be charged for restaking, the maximum being the amount allowed for the full transfer of the car.

As this involves a change in the rules, it will be necessary, if report is adopted, to submit same to letter ballot.

Interchange of Non-Air Cars.

The following communication upon this subject from Mr. Hussig was read, and after considerable argument it was unanimously decided to refer the question to the Association discussion.

The Wabash Railroad Company.

St. Louis, March 6, 1908.

Mr. J. Rothschild, Secretary.

Central Association of R. R. Officers,
Union Station, St. Louis, Mo.

Dear Sir: A short time ago the M. K. & T., through the C. B. & Q., asked us if we would accept a non-air foreign empty car, which we had delivered to them in 1906 and which had been on the rails of the Gulf, Colorado & Santa Fe ever since. I advised them we would not

accept the car, as their line could apply the air brake to the car as well as we could, and as our connections absolutely refuse to accept non-air brake cars from us.

Our management issued a circular to all connections the early part of this year, advising that our line would not accept non-air cars, and I claim there is nothing in our interchange rules which requires us to accept these cars. Rule 41 does not cover the case, in my opinion, as, under the strict interpretation of this rule, we would not be permitted to return an empty foreign car not home routing via our line. Rule 43, Section C, only applies to loaded cars to be transferred.

This company, nor any other, can agree to permit the Central Association to insist upon its accepting and running cars over its line contrary to the instruction of its management. The rules can only apply as far as the handling of cars in interchange at St. Louis and East St. Louis is concerned, and must permit that when cars are destined beyond such interchange point to be handled in accordance with such instructions.

While in this particular case the car was never offered in interchange, and, therefore, it is not a question of the car having been set back, at the same time, in talking with the Chief Interchange Inspector and some of the other lines, they consider the Wabash Railroad should have accepted the car and applied the air brake. I want to say further that we have two cases with connecting lines

now, who are owners of the cars, and who refused to pay for the application of the air brake, and these cases have been referred to the arbitration committee of the M. C. B. Association.

In order that the matter may be perfectly clear on future cases of a similar nature, I would like to have the matter discussed by the Interchange Committee at its meeting today.

Respectfully,

J. E. Taussig,

Supt. Terminals.

**Letter of Car Foremen to Attend Meetings of the Car
Foremen's Association.**

The following communication from Chairman Rau of the Committee was read:

Begin to advise you that the next meeting of the Car Foremen's Association will be held at the Y. M. C. A. Building on March 17th at 2:00 p. m. Would thank you very much if you would try and get all foremen to attend this meeting.

The matter is respectfully referred to your Association, with the recommendation of this Committee that all foremen be invited to attend these meetings.
The meeting adjourned at 12:30 p. m.

Respectfully,

J. E. Taussig,

Chairman.

Chairman: You have heard the report of the Committee. Is your pleasure?

Burlingame: I move that it be accepted.

Motion seconded and carried.

Joint Inspection between S. L. & B. E. Ry. and St. L. & O'F

Chairman: There is one point not quite clear to me in regard to the joint inspection of the two electric lines' business. The report says you will arrange to furnish the same inspection service that you do to other roads similarly located.

Mr. Taussig: We mean that we will furnish the same inspection service to these two lines that we do to the Vanderburgh or take the C. & E. I. at Lenox, there is no daily inspection out there, but upon request of that line for personal inspection the Chief Inspector will either go himself or send a representative.

Chairman: This inspection then, is made upon special request.

Mr. Taussig: Yes, sir. Only upon special request.

Mr. Waughop: For the Association's benefit, the distance covered at the O'Fallon was a little bit further than I thought. My idea was that it covered Edgemont, but found yesterday on my trip out there, it goes possibly two or three miles beyond that point. It is out of Bluff Junction, up there in the mountains near Belleville.

Advertisements on Freight Cars.

Chairman: The next subject which you may possibly wish to discuss is "Advertisements on Freight Cars."

Mr. Coakley: I think the Committee's report fully covers that.

Mr. Taussig: It is in line with circular issued by B. & O. The question was brought up by the Sub-Committee as to what really constitutes an advertisement, hence the issuance of these instructions.

Amending Rule 42.

Chairman: The next subject is the Restaking of Cars.

Mr. Taussig: The reason that we took that action was that we found in some cases the amount allowed for restaking was more than that allowed for the full transfer of the car. We did not think it was fair to allow a greater amount for restaking than we allow under our rules for the full transfer.

Chairman: There has been some discussion as to the word "Only." Under the old rule a per diem reclaim of three days was permitted; that is left out of the per diem rules, and also left out of these rules. But some roads still add per diem to their bills.

Mr. Taussig: I do not agree with the party who wrote the letter on the per diem question to the effect the Per Diem Committee could frame a rule to cover. Our rule permits a charge for one stake, and the time allowance under M. C. B. Rules for applying a stake is one and one-half hours. On what basis could the Per Diem Committee frame a rule allowing per diem where M. C. B. Rules only allow one and one-half hours' time and our rule permits a charge for that? I do not see how the Committee could frame a rule covering that point. All of our per diem rules have been based as nearly as possible on actual movements. We had the actual movements of the cars, not only one, but a number of them, and determined the reclaim allowance on those records.

Chairman: Would like to ask if any one knows what delay results to a car ordinarily in restaking?

Mr. O'Brien: In the restaking of a car there may be one, two or four stakes needed. It holds the same relative position as does a car in transit that needs repairs. On a maximum proposition it stands in the same relative position as a full transfer would. I think the proposition is entitled to some consideration in regard to per diem.

Chairman: Presume we are a little out of order in dis-

cussing per diem here, but I merely wish to call attention to the point.

Interchange of Non-Air Cars.

Mr. O'Brien: Unfortunately at the meeting of the Interchange Committee, we did not have a full Committee, and I believe that the Committee are the proper ones to give the interpretation to this Association, and I would respectfully ask that Mr. Taussig's letter be referred back to the Interchange Committee, when we have full quorum to discuss the subject.

Mr. Coakley: We had this question up last fall, when it was decided that where a road delivers a car to a connection without air brakes, the receiving line would be compelled to accept it if it routed home that way. The fact that it went out to Colorado and stayed a little longer than usual is not a violation of our interchange rules, or any other rules in existence.

Chairman: I presume there is nothing to prevent a road from handling a non-air car as long as they comply with the 75 percent provision.

Mr. Coakley: If the Wabash gave them the car I think it is proper that the M. K. & T. should deliver the car back to them in equally as good a condition as that in which they received it and the Wabash should accept it.

Mr. Taussig: I do not agree on the proposition of the Association saying to any road that under the rules they have got to take this car. We provide for the transfer. We have said in our rules that you cannot set the load back; got to take the car and transfer it. I contend this Association cannot say to me that I must run a non-air car, and if this Association does say so, then I say they have something that we do not intend to follow out.

We told our management at the time there was nothing in the rule which prevented their non-air circular from being

carried out; the only thing we demanded of them to do was to accept the car, transfer and return it. Furthermore, at the time this question came up, Mr. Waughop remarked that at the Master Car Builders' Association it was decided that the owner would have to pay for the application of the air brake. It appears, however, that the Superintendents of Motive Power do not agree with our Chief Inspector, as we applied air brakes to two cars, for which the owners refuse to pay, claiming that there is nothing in the rules requiring them to do so. Under such conditions I do not think this Association can say to me that I have got to take the car, because this Association has a rule that we have at no other interchange point.

Mr. O'Brien: I take exception to our worthy Chairman, Mr. Taussig, and contend the rule is explicit. If you will refer back to the minutes of our September meeting, you will find that this Association took a vote on the question of rejecting non-air cars under any condition, and it was lost. I would like to have the Secretary read the rule. (Rule was read.)

Mr. Mechling: Would also like to have Section C, of Rule 43 read. (Secretary read the rule.)

Mr. Coakley: I make a motion to refer this back to the Interchange Committee.

Mr. Carothers: Believe the motion has already been made, and I second it.

Mr. Burlingame: Our rules all through provide for the acceptance of cars in order to keep them moving toward destination and to avoid unnecessary switching. Their purpose is to save set backs which entail delay and extra work, two things we want to get away from as far as possible. We do not set back cars unless the law absolutely requires that we set them back. In the matter of safety appliances, the law demands that we do this. Otherwise, they would not be set back then. Our rules on all other cars are framed with a view to having them move through this gateway without delay or confusion.

Chairman: So many railroads have issued positive orders not to accept non-air cars after a certain time. It seems to me we are endeavoring to enforce a rule that is in conflict with the wishes of the majority of the roads.

It has been moved and seconded that the subject be referred back to the Interchange Committee for discussion and ruling.

Motion carried.

Chairman: If there are no other matters to discuss, we will put the report of the Committee to a vote for its adoption, with the exception of the subject referred back to the Interchange Committee.

Vote taken and carried.

Improving Railway Messenger Service.

Mr. Taussig: Have not had an opportunity as yet to go into this proposition. I move that the subject be stricken from the docket.

Mr. Coakley: All roads are now economizing, and to improve the railway messenger service would require additional expense.

Mr. Carothers: I second the motion.

Motion carried.

Maximum Allowances to Elevators for Grain Doors.

Mr. Carothers: Believe this question was raised by our line. There is no question as to grain door rules, except as to allowances which the B. & O. makes to elevators for grain doors applied by them. I received a letter from Mr. Line a few days ago, taking it up with us individually. Our traffic people in September or October put out a new tariff, using the grain door rule that we use everywhere else, and making no exception as to St. Louis and East St. Louis. I have tried to persuade our people to change their tariff by giving this

days' notice, so as to conform to our rules, and I think the change will now be made in a short time.

Mr. Burlingame: The rules are complete so far as their operation is concerned, with the exception of the maximum allowance, that being the question referred to the Committee.

Chairman: In order to complete the investigation and get a final report from Mr. Lincoln, we will continue the Committee, and in this connection I will appoint Mr. Johnson to succeed Mr. Somerville on the same.

Election of Vice President.

Mr. J. E. Taussig was elected to the office of Vice President, to fill the vacancy caused by Mr. Kearney's resignation.

Vacancies in Interchange Committee.

Mr. R. D. Miller was elected as the transportation member of this Committee succeeding Mr. Somerville, and Mr. C. M. Hoffman, Master Mechanic, Southern Railway, as the mechanical member, succeeding Mr. Carbery.

Vacancy in Transportation Committee.

Chairman appointed Mr. J. W. Dean as member of this Committee, to fill the vacancy caused by Mr. Kearney's resignation.

Arbitration Committee.

Chairman appointed Mr. F. L. Johnson as member of this Committee, to fill the vacancy caused by Mr. Kearney, naming Mr. H. L. Reed as Chairman of the Committee.

**Proposed Change in Method of Delivering Outbound
Shipments of Freight.**

Chairman appointed Mr. J. W. Dean as member of this Committee, to fill the vacancy caused by resignation of Mr. Kearney, leaving it to the Committee to elect its own Chairman.

There being no further business, the meeting adjourned at 11:45 a. m.

Respectfully,

J. ROTHSCHILD,
Secretary.

W. C. DOWNING,
President.

KANSAS CITY DIVISION.

**Proceedings of the Regular Monthly Meeting of the Kansas City Division of
Central Association of Railroad Officers held at 621 Shukert Bldg.,
Kansas City, Mo., Monday, March 9th, 1908.**

The meeting was called to order at 2:00 p. m., with the following representatives present:

A. T. & S. F. Ry.....	D. S. Farley.....	Superintendent.
A. T. & S. F. Ry.....	T. H. Sears.....	Superintendent.
D. & A. R. R.....	W. M. Corbett.....	Superintendent.
D. B. & Q. R. R.....	J. P. Cummings.....	Superintendent.
D. G. W. Ry.....	E. B. McConahy.....	General Agent.
D. G. W. Ry.....	W. G. Hunter.....	Chf. Train Dispatcher.
C. M. & St. P. Ry.....	W. L. Richards.....	Superintendent.
C. R. I. & P. Ry.....	H. R. Saunders.....	Superintendent.
K. C. Southern Ry.....		Not represented.
M. K. & T. Ry.....	E. J. Lampert.....	Supt. Terminals.
Mo. Pacific Ry.....	J. A. Somerville.....	Superintendent.
St. L. & S. F. R. R.....	J. G. Lorton.....	Superintendent.
Union Pac. R. R.....	C. L. Peebles.....	Gen. Foreman C. D.
Wabash R. R.....	R. L. Milton.....	Agent.

K. C. Belt Ry..... A. J. Stewart..... Chf. Clk. to Supt.
K. C. N. W. R. R..... J. A. Somerville..... Superintendent.
L. K. & W. Ry..... C. L. Peebles..... Gen. Foreman C. D.
Q. O. & K. C. R. R..... G. E. Smith..... Agent.
St. J. & G. I. Ry..... C. E. Hedrix..... Trainmaster.
F. W. Trapnell, Chief Interchange Inspector, Kansas City, Mo.

Mechanical representatives present as follows:

A. T. & S. F. Ry..... W. H. Hamilton..... Dist. M. M.
A. T. & S. F. Ry..... H. N. Calderwood..... G. F. C. D.
C. & A. R. R..... A. B. Miller..... Chief Car Inspr.
C. & A. R. R..... A. J. Isaacks... Foreman Mech. Dept.
C. B. & Q. R. R..... G. S. Wilber..... Gen. Foreman M. D.
C. G. W. Ry..... J. Lynch Master Mechanic.
C. G. W. Ry..... E. Hacking Gen. Car Foreman.
C. G. W. Ry..... A. Albright Car Foreman.
C. R. I. & P. Ry..... Geo. McDonald G. F. C. D.
St. L. & S. F. R. R..... John Forster D. M. M.
St. L. & S. F. R. R..... W. N. Stahl..... Foreman Car Dept.
Union Pac. R. R..... W. H. Emerick... Mech. Inspr. Refr'n.

President: The February proceedings have not been received by the Secretary. The approval will go over until the next meeting.

Reports of Committees.

Secretary: The Committee appointed to frame a rule concerning the handling of Leaky Tank Cars, of which Mr. Farley of the Santa Fe is Chairman, makes the following report:

In view of liability of fire and destruction of property to be brought about by leaky oil cars, this Committee does not think that we should as a Com-

mittee, recommend the St. Louis rule. We think the St. Louis rule should be accepted with the exception of oil or other inflammable liquids, and with that end in view, we make the following resolution.

When a shipment of liquids, with exception of oil or other inflammable material, is received in leaky condition, immediate action by 'phone, to be confirmed in writing, shall be given to the delivering line, and receiving line shall at once take measures to stop such leakage, making transfer if necessary, and ascertain by weighing, amount of loss up to such time,—party at fault to be responsible for any expense incurred under this clause. Oils or other inflammable material should be returned at once to the delivering line.

(Signed) D. S. Farley, Chairman,
J. G. Lorton,
Geo. S. Wilber,
Committee.

President: The report of the Committee is before you, ~~what~~ shall you do with it?

Mr. Corbett: I move that the report of the Committee be received, adopted, made a part of our rules, and, if adopted, placed in the book of Rules immediately following resolution XVIII.

Mr. Richards: I second the motion.

Mr. Lampert: I do not want to be understood as opposing this rule very much, but it seems to me that it isn't exactly right. A road gets a car of oil in a leaky condition. Under this rule it has the right to throw it back to the delivering line. There is just as much chance of fire or explosion while the car is being returned as there would be if the car were transferred by the receiving line and expense charged to the delivering line. This rule throws the burden on the delivering line, which does not look to be exactly right.

Mr. Farley: That met with a good deal of opposition on

the part of some of the roads in trying to agree on the St. Louis Rule. We found that most of the roads have orders from either the General Superintendent or General Manager not to take oil under any circumstances, when offered in a leaky condition, and we did not think that we could very well recommend a rule in the face of all those instructions not to accept oil, and besides, it was the opinion of the members of the Committee that we should not do so.

Mr. Somerville: I would like to ask if the Committee in framing the rule, considered the Freight Claim Agents' Rules? The rule was adopted as it was in St. Louis, in order to conform with the Freight Claim Agents' Rule.

Mr. Farley: The Committee did not think we had the authority to go against the instructions of our Superiors, and recommend a rule that was in conflict with those instructions. We did not consider the Freight Claim Agents' Rule.

Mr. Somerville: In considering the rule at St. Louis, it developed that the Freight Claim Agents' Rule provides that the receiving line shall protect property when it comes into their possession. If they fail to protect the property, they immediately participate in the loss. If the General Managers have issued instructions not to accept oil, they have given instructions in conflict with the Freight Claim Agents' Rules, to which their Road is a party. I therefore, wish to offer an amendment to Mr. Corbett's motion that the question be referred back to the Committee for further consideration in connection with Freight Claim Agents' Rules, and that they frame up a circular showing the various plants within the Kansas City Terminals at which the various commodities may be transferred, cost of transfer, and cost of switching. This information to be placed in the hands of all Kansas City Agents.

Mr. Lampert: I second the amendment.

Amendment put to vote and lost.

Mr. Lorton: We did take into consideration the various points raised by the gentlemen, but we think it would be an

injustice to the Frisco, for instance, if the Rock Island were to deliver us a car of oil in a leaky condition, and force us to take it when neither road is equipped to handle it. We discussed this feature and figured that if the Frisco brought a car in here in a leaky condition, they should hold the bag until the car was transferred or put in proper condition, and not make the receiving line bear the burden.

Mr. Farley: We considered the set back feature too, and can see how a car can be made to leak by rough switching, for instance, and before it is set to connection. The receiving line inspector catches the damage on the connection and the car is ordered set back. When it is set back, is when our inspector catches it. They would not allow a car to set on the connection and leak any great amount of oil without taking some action. None of the Kansas City Roads are equipped to transfer oil except the Kansas City Belt, and some of the lines would have hard work getting to the Belt Line. I do not think we should be put to the expense of sending cars to the Belt that are brought here by some other line.

President: Mr. Wilber, will you advise what roads have instructions not to receive leaky tanks?

Mr. Wilber: I called for the instructions from the different lines, and all but two answered that they had instructions either from the General Superintendent or the General Manager not to handle cars leaking oil, but set it back.

Mr. Lampert: It seems to me that the instructions Mr. Wilber has reference to would be that the roads are not to accept leaky cars for haul.

Mr. Wilber: No, sir; they are not to accept them.

Mr. Saunders: I move as an amendment, that the matter be tabled until the Secretary can communicate with the Secretary of the Freight Claim Agents' Association, quote the rule, and ask what effect the rule would have in settling claims for loss and damage.

Mr. Lampert: I second the amendment.

Motion put to vote and resulted in a tie, which was decided in the affirmative by the Chair.

Report of Standing Committee.

The meeting was called to order at 10:00 a. m., by Chairman Wilbur, with the following members present:

A. T. & S. F. Ry.....H. N. Calderwood..Gen. F'man C. D.
C. B. & Q. R. R.....G. S. Wilbur.....Gen. F'man M. D.
C. E. I. & P. Ry.....Geo. McDonald ...Gen. F'man C. D.
Mo. Pac. Ry.....Not represented.
St. L. & S. F. R. R.....John ForsterMaster Mechanic.
Un. Pac. R. R.....C. L. Peebles.....Gen. F'man C. D.
C. & A. R. R.....A. J. Isaacks.....Foreman M. D.
F. W. Trapnell, Chief Interchange Inspector, Kansas City, Mo.

Visitors:

A. T. & S. F. Ry.....J. H. McGoff.....Mech. Supt.
A. T. & S. F. Ry.....W. H. Hamilton.....Dist. M. M.
A. T. & S. F. Ry.....P. F. Kennedy.....Car Foreman.
C. & A. R. R.....S. J. Campbell....Master Mechanic.
St. L. & S. F. R. R.....W. B. Stahl.....Foreman Car Dept.

Minutes of last meeting read and approved.

Monthly Report of Business Handled.

The Chief Interchange Inspector called attention to the case cited by him in his report for February, handled by

ads and designated as "A," "B" and "C," and advised at the case in question was between the C. M. & St. P., T. & S. F., and Union Pacific Roads.

The Union Pacific having disagreed as to Chief Joint Interchange Inspector's decision wherein he ruled that the Union Pacific was only entitled to a card for two broken draft timers on Union Pacific car 60204, and card should be returned for correction. The matter was therefore referred to the Committee to pass upon this ruling.

On motion duly seconded, the Committee sustained the decision of the Chief Joint Interchange Car Inspector.

The Chief Interchange Inspector reported that he was recently asked by a member road to rule as to whether a small card applied to a car such as is used by industries to govern a switch movement to or from an industrial plant designating a switch service to be performed, should be considered as an advertisement, and whether he would issue card against the delivering line if called upon in such cases. He replied that such a card should not be considered as an advertisement as defined in M. C. B. Rules, and that he would not allow in Kansas City Terminals, card for same. This subject was thoroughly discussed, and it was the opinion of the Committee that such cards, also those of small design tacked on cars simply designating the commodity or character of the lading, such as "Excessives," "Pottery," "Stoves," "Glass," "Export," "Perishable," etc., were for the purpose of expediting the movement of a car, and should not be considered as an advertisement.

**Dispute Concerning the Issuing of Transfer Order on I. M. & S.
Car 10396.**

Correspondence between the C. R. I. & P., and C. M. & St. P. bearing on this subject was carefully reviewed at last meeting, but action deferred until additional data could be secured. The Chief Interchange Inspector having ruled that in his judgment, and according to the rules in effect prior to January 1,

1908, the repairs could be made to car inside of twenty-four hours, and declined to issue card. The Rock Island were obliged to transfer the car and the Standing Committee after thoroughly going into the matter, ruled that transfer order be given the Rock Island on the car against the C. M. & St. P.

Carding for Missing Material on Cars of Private Ownership.

This subject was handled at special meeting of the Southwest Mechanical Association held Monday, February 17, as per following extract from the proceedings of the meeting in question:

“Carding for Material missing from bodies and trucks of Private Line equipment delivered home at Kansas City, was taken up by President Wilbur, calling attention to the fact that upon questioning the various roads, he found that five were issuing cards to the Packing Companies for missing truck springs, oil box lids and springs, well pans, drip pipes and other items, while five of the roads were refusing cards, and two were “on the fence.”

Discussion led to the following motion by W. B. Stahl:

That it is the sense of this Association that we notify the Packing Companies that we will not card for missing material as per Rules 25, 27, 37 and 41, where cars do not show evidence of rough usage, derailment or accident. As these are owners' defects, the railroads are privileged to make repairs and charge to owner, which in our judgment, would cause delay in getting the car to the owner, and nothing would be gained by them through the extra handling of equipment. It is further the sense of this meeting that cars going home to the Packers are not properly termed “Cars offered in Interchange,” and for this reason M. C. B. rules governing cars offered in Interchange would not apply.

Motion seconded by R. Morrow and carried unanimously.”

This subject was thoroughly discussed by the Standing Committee and visitors present as to the disadvantages under which

the railroads are laboring in this connection, and on motion by Mr. Forster, it was

Resolved, That the matter be referred to the Central Association of Railroad Officers for their consideration, and with request that the Central Association advise whether in their opinion, such cars are to be considered as "Cars Offered in Interchange" when being handled by the Railroads moving into and out of the Industries or Plants of their owners.

Motion carried.

There being no further business, the meeting adjourned.

G. S. Wilbur,

Chairman.

J. H. Ashley,

Secretary.

President: If there are no objections, we will consider the report of the Standing Committee as received.

There is one resolution in the minutes of the meeting of the Standing Committee that asks for an opinion of the Association. That is in regard to whether or not cars delivered to or received from the Packers are considered as Cars Offered in Interchange.

Mr. Lorton: I would not consider that they were, and move that we say to the Standing Committee that cars delivered to Packing Houses are not considered as in interchange as between two railroads.

Mr. Richards: I second the motion.

President: The cars received from and delivered to the packing houses are not interchanged at all, and cannot be unless the packers have power.

Motion put to vote and carried.

President: That disposes of the Committee's report.

Iceing, Watering and Lighting Passenger Cars in Service.

Mr. Lynch: I would like to have a ruling on a question.

A line delivers a tourist car in service to another line at Kansas City, and the receiving line is obliged to ice, water, and fill the lamps before moving, which causes a delay to the receiving line. The receiving line seems to think that the car should have been supplied by the delivering line before delivery. What is the sense of the Association on this?

President: I will say that there is nothing in the rules covering such a case.

Mr. Somerville: I move that the question be referred to the Standing Committee for an opinion and recommendation covering such cases.

Motion seconded, put to vote and carried.

Non-Observance of Certain Rules.

Secretary: Mr. Cummings, of the Burlington, advises under date of February 20, that the C. B. & Q. Railroad will now be governed by resolutions XV and XXIII, as the charges are covered by their Tariff.

Mr. Richards, of the Milwaukee, advises that his road cannot comply with Section 5 of Article VII, which provides for including per diem reclaim on bills for cost of transferring bad order cars.

Furnishing Labor to Load or Unload Car Lot Freight.

Secretary: Under date of March 6, General Secretary Fetter sent the following letter to all Secretaries:

At various times your Divisions have had under consideration the question of whether it was proper to furnish any labor to assist shippers in loading and unloading carload freight, and on this subject, I am in receipt of the following letter from Mr. Cavanagh, Superintendent, Freight Transportation of C. C. C. &

St. L., Indianapolis, Indiana, under date of March 3, 1908.

Inasmuch as this is a growing question now, I would suggest that you get an expression from the different Divisions as to what their practice is, as one of the reasons for making L. C. L. rate is the fact that the shipper loads and unloads his freight.

Kindly furnish me with the necessary information to make reply to Mr. Cavanagh.

Mr. Saunders: I move that the Secretary answer Mr. Letter, quoting our rule covering the question of furnishing labor to load or unload car lot freight.

President: If there are no objections, it is so ordered.

I would like to say in regard to complying with the rules of the Association which carry charges. I am certain there are some railroads in Kansas City that are not complying with them, and they have given the Association no notice that they will not enforce them. I would be in favor of amending such of our rules as carry charges. This is not a rate making body, and I do not believe it is proper for this Association to make any reference to charges in our rules at all.

Mr. Somerville: I move that the Chair appoint a committee revise the rules of this Division, and make a recommendation to the Association in regard to the rules which carry charges any kind.

Mr. Farley: I second the motion.

Carried.

President: I will appoint the old Revision of Rules Committee, consisting of the C. R. I. & P., St. L. & S. F., Q. O. & C., and Mo. Pac. Rys.

Mr. Corbett: Referring to Section 5 of Article VII. The present rule provides that per diem reclaim shall be added to the bill for transfer. We have found that a number of the roads will not settle bills by this method. The Union Pacific Railroad did not vote for the resolution, and have refused to pay bills containing per diem and transfer charges.

Secretary: When the vote was completed, it was found that there were five roads who voted in the negative. They were the Union Pacific, Kansas City Southern, Chicago Great Western, Chicago, Milwaukee & St. Paul, and Chicago & Alton.

Mr. Corbett: The C. & A. will settle bills by that method now, for the sake of uniformity, and I would suggest that the Secretary write the five roads who object to including per diem on bills for transfer, and see if we cannot get them to waive their objections, and state to them that we desire uniformity here as they have it at St. Louis.

President: If there are no objections, it is so ordered.

List of Roads Giving Notice of Non-Compliance with Certain Rules. Per Resolution Adopted March 12, 1906.

Interchange Inspection Agreement: K. C. Belt Ry., L. K. & W. Ry., K. C. N. W. R. R., Q. O. & K. C. R. R., and St. J. & G. I. Ry.

Resolution No. 7, Charge for Special Switch: C. B. & Q. R. R.

Resolution No. 14, Cars Run by Elevators: C. B. & Q. R. R. C. M. & St. P. Ry., C. R. I. & P. Ry.

Resolution No. 15, Cars Partly Loaded and Switched to Finish Loading: C. M. & St. P. Ry.

Resolution No. 23, Car Rental: C. M. & St. P. Ry.

Resolution No. 28, Loading L. C. L. Freight at Industries Prohibited: Mo. Pac. Ry.

Resolution No. 32, Allowance to Elevators for Grain Doors: C. G. W. Ry.

Article VII, December 5, Including Per Diem Reclaim on Bill for Cost of Transferring Bad Order Cars: C. M. & St. P. Ry.

There being no further business, the meeting adjourned.

Date of the next regular meeting, April 13th, 1908.

J. P. CUMMINGS,
President.

J. H. ASHLEY,
Secretary.

LOUISVILLE DIVISION.

Proceedings of Regular Monthly Meeting of the Central Association of Railroad
Officers, Louisville Division, held at the office of Secretary, 702
Columbia Building, Mar. 9th, 1908.

The attendance was as follows:

B. & O. S-W.....	J. C. Hagerty.....	Superintendent.
C. & O. Ry.....	W. S. Moore.....	Superintendent.
C. C. C. & St. L.....	W. S. Moore.....	Superintendent.
C. I. & L.....	W. H. Newman.....	Supt. Ter.
I. C. R. R.....	A. H. Egan.....	Superintendent.
L. & N. R. R.....	J. B. Arbegust.....	Trainmaster.
L. H. & St. L.....	R. Cayce.....	Car Acct.
C. N. O. & T. P.....	E. C. Tomlinson.....	Car Acct.
K. & I. B. & R. R. Co.....	W. M. Mitchell.....	Manager.

The President called the meeting to order at 2:15 p. m.

Reading of Minutes.

On motion of Mr. Cayce, seconded by Mr. Mitchell, the
reading of the minutes of the last meeting was dispensed with.

Unfinished Business.

None.

Reading of Correspondence.

The Secretary read the following correspondence in regard to car service charges accruing at point of origin.

Letter from J. R. Kearney, Superintendent of Car Service B. & O. Railroad, dated Baltimore, Md., February 28, 1908:

In connection with the car service charges accruing at point of origin, the Central Freight Association adopted the rules requiring a guarantee to accompany such charges when advanced on billing. Herewith is a copy of Information Circular No. 8532 relating to this. I would be glad if these rules could be included in the Association Rules, if agreeable to the other lines. Will you kindly advise if you would be willing to take this up with the other roads, and secure an expression as to their desire to have them included in the Association rules?

(Signed) J. R. Kearney.

Information Circular No. 8532.

Central Freight Association.

Chicago, January 28, 1908.

Rules Governing Car Service Charges.

For your information: Roads interested individually advise that, taking effect on legal notice,

1. That car service charges accruing at originating point shall be collected at point of origin.

2. That car service charges accruing on cars in transit, on account of reconsignments, refusals, etc., may be waybilled as advance charges, providing proper guarantee is obtained from owner or connecting line, and such guarantee is noted on the waybills.

E. Morris,
Secretary.

J. F. Tucker,
Chairman.

After discussion, it was the sense of the meeting that this was a car service matter, and that no action was necessary on the part of this Association; that it was an individual matter with each road, and the joint agent was directed to reply to Mr. Kearney to that effect.

Reports From Committees.

Mr. Moore, Chairman of the Committee having in charge the subjects "Joint Interchange" and "Joint Man at Hub and Elevator," requested of the meeting that the Committee be discharged from further consideration of these subjects, for the reason that the Committee could not get together. He stated they were unable to get the L. & N. to agree to joint inspection unless M. C. B. rules were adopted, and that the other lines did not care to bind themselves that tight. And as to the joint man at the elevator, so far as he could determine, the man was not needed, particularly at this time.

There being no objections, the committee was discharged from further consideration of the above subjects.

Mr. Walker, Chairman of the Committee having under consideration the subject of "Transportation of Liquid Shipments" not being present, it was the sense of the meeting that this committee should be granted further time in which to make a report.

Adjourned 3:50 p. m.

J. C. LOOMIS,
Secretary.

B. W. TAYLOR,
President.

DETROIT DIVISION.

Central Association of Railroad Officers. Minutes of Meeting held Mar. 13th, 1908.

Present:

Wabash R. R.....	J. J. Sim.....	President	nt t.
L. S. & M. S. Ry.....	T. J. Charlesworth.....	Gen. Agent	nt nt.
	R. V. Goodremont.....	Agent	nt t.
M. C. R. R.....	D. S. Sutherland.....	D.	S.
G. T. R.....	X. H. Cornell.....	M. of	T.
	J. C. McFadzean.....	Agent	nt nt.
P. M. R. R.....	J. P. Atkins.....	C. S.	A.

Meeting was called to order by the President, Mr. J. J. Sim.

Reading of minutes of previous meeting dispensed with.

**Charging for Weighing Cars on Private Track, When the
Weight is Used by the Railroad Company.**

It was suggested that this matter be again taken up with
Mr. Paul P. Rainer.

Adjourned.

J. J. SIM,
President.

DENVER DIVISION.

Proceedings of the Central Association of Railroad Officers, Denver Division, held in
Room 19, Union Depot, Denver, Colorado, Friday, Mar. 13th, 1908.
at the hour of 2 o'clock p. m. of said day.

Present, the following:

A. T. & S. F. Ry..... C. H. BristolSuperintendent.
A. T. & S. F. Ry..... J. L. Talbot....G. F. B. & B. & M. S.
J. B. & Q. R. R..... E. E. YoungSuperintendent.
J. B. & Q. R. R..... W. M. WeidenhamerT. M.
colo. & Sou. Ry..... S. S. MorrisSuperintendent.
colo. & Sou. Ry..... A. L. PardoCar. Acct.
colo. & Sou. Ry..... W. MiddletonAgent.
colo. & Sou. Ry..... W. P. Hayden...Chf. Clk. Gen. Supt.
colo. & Sou. Ry..... G. C. Randall...Chf. Clk., C. S. Agt.
D. N. W. & P. Ry..... Geo. R. Simmons....Asst. Gen. Mgr.
D. & R. G. R. R..... W. A. KnerrAgent.
P. R. R. Co..... A. F. Vick RoySuperintendent.
P. R. R. Co..... S. R. TouceyAsst. Supt.
P. R. R. Co..... J. F. BarronAgent.
Union Depot & R. R. Co.. H. V. HillikerSuperintendent.
Mr. A. F. Vick Roy, Vice President of the Association,

acted as Chairman of the meeting, in the absence of Mr. ~~Er.~~
A. F. Brewer, President.

Chairman: The meeting will come to order; the Secretary will call the roll. (Roll call developed the fact that there was not a quorum present unless Mr. W. A. Knerr, Agent for the D. & R. G. R. R. would consent to act as the representative of that company, which he said he did not care to do, without the consent of Mr. A. E. Welby, which consent was obtained over the telephone, and the Chairman thereupon declared a quorum present for the transaction of business, the Secretary previously reading Article III, Section 1 of the By-Laws of the Association, as follows:

“Membership in this Association shall be by railroads and not by individuals. Meetings of the Association shall be held as hereinafter provided. The roads, members of the Association, may be represented at the meetings by General Superintendents, Superintendents, Assistant Superintendents, Superintendents of Transportation, Trainmasters, Car Service Agents, Car Service Superintendents, Car Accountants, General Agents, Superintendents of Machinery, and Master Mechanics, or their representatives,” and it was decided that the words “or their representatives” would allow Mr. Knerr to act as a member, with the consent of Mr. Welby.

Chairman: There being a quorum present, we will proceed with the regular order of business, and the first is

Unfinished Business.

Is there any unfinished business, Mr. Secretary,

Secretary: I suppose it will not be necessary to read the minutes of the last meeting, as I believe all members have received the printed copies.

Inquiry, however, developed the fact that some of the members had not received the printed copy of the minutes,

and the Secretary was asked to see that all members were furnished with a copy of future meetings.

Chairman: If there is no objection, we will dispense with the reading the minutes of the last meeting, and I think the Secretary will remedy the matter by seeing that all members get copies of future meetings.

Secretary: There does not seem to be any Unfinished Business, Mr. Chairman.

Chairman: Any correspondence?

Secretary: The correspondence is limited to one letter, which, if I can make it out (it is a poor copy) I will read. It is from Mr. O. G. Fetter. (Reading)

At various times your Divisions have had under consideration the question of whether it was proper to furnish any labor to assist shippers in loading and unloading carload freight, and on this subject I am in receipt of the following letter from Mr. Cavanagh, Superintendent Freight Transportation, at Indianapolis, Indiana, under date of March 3, 1908:

'Inasmuch as this is a growing question now, I would suggest that you get an expression from the different Divisions as to what their practice is, as one of the reasons for making C. L. rates is the fact that the shippers load and unload the freight.'

Kindly furnish me with the necessary information to make reply to Mr. Cavanagh.

Chairman: In order that the Secretary may be able to reply to this letter, probably it will be just as well to get an expression from each of the roads as to how they handle that. I would like to hear from the Santa Fe.

Mr. Bristol: On the Santa Fe we do not assist in loading or unloading any freight; that is, carload freight, except in the handling of stock. We have our stock yards men assist in handling shipments of livestock, but at the same time the shippers or drovers assist. Other than that, the shipper takes care of the carload freight.

Chairman: I would like to ask if you render any assistance to consignees. For instance, you have a threshing machine to unload and the consignee is not able to unload it alone, do you furnish him any assistance—section man or something like that?

Mr. Bristol: No, we do not furnish them.

Chairman: Mr. Young?

Mr. Young: Neither do we assist in loading or unloading carload freight, except where we load stock in the day time. We do not render them any assistance at night.

Chairman: The Denver & Northwestern?

Mr. Simmons: We have the same arrangement.

Chairman: Colorado & Southern?

Mr. Morris: The same.

Chairman: D. & R. G. R. R.?

Mr. Knerr: I am unable to answer that at this time.

Chairman: U. P. R. R.?

Mr. Toucey: We have the same arrangement as Mr. Young, except I believe, in the handling of carloads of automobiles.

Mr. Barron: I would like to say that we render no assistance in loading or unloading any dead freight; automobiles not excepted.

Chairman: I think that will give the Secretary enough information to make reply to the various associations.

Mr. Barron: In the discussion in regard to this matter, I take it that we are discussing only the question of handling dead freight. This has been brought up in all the associations outside of the Colorado Division, and it seems to have been the practice, more or less, in almost all of the other Divisions, to render some assistance. It never has been the custom on the Colorado Division.

Chairman: I would like to ask Mr. Young, as a matter

of information, in case you had a foreign car loaded with lumber at a small station, and you could not locate the consignee, would you report to the consignor that the car was there, and if he asked you in order to release the car, to unload it and store the freight, would you charge the consignee for the labor in unloading it?

Mr. Young: Yes, sir; we would unload it and charge up the expense.

Chairman: Any further correspondence?

Secretary: No, sir.

Chairman: Any further unfinished business?

Secretary: There has never been a President appointed to succeed Mr. A. F. Brewer, resigned; the matter was laid over.

Chairman: Has his resignation been acted upon?

Mr. Simmons: It was not acted upon; it was not accepted.

Secretary: (Reading from minutes of previous meeting.)

I expect, within the next two weeks, to sever my connection with the D. & R. G., and go west and grow up with the country, and consequently, of necessity, am resigning from the Presidency of this Association, which I do at this time, and, therefore, I would suggest that you immediately proceed to elect a new President. I regret very much, that conditions are such that I have to break away from this Association, but I can see nothing else for it at the present time, and while we are here, I think it would be a good plan to elect a President now, as one will have to be elected at the next meeting.

Chairman: Gentlemen, the consideration of the resignation of the President is now in order; what is your pleasure?

Mr. Bristol: I move that we accept the resignation of Mr. Brewer as President.

Mr. Young: Seconded.

Chairman: It has been moved and seconded that the resignation of Mr. Brewer as President of this Association be accepted. Are there any remarks? Those in favor say Aye; opposed No.

Carried.

Chairman: Any committee reports?

Secretary: We have three committees out; we have a committee composed of Messrs. Simmons, Hilliker and Knerr on a question brought up by Superintendent Morris, as to the transfer from broad gauge to narrow gauge cars. The committee has made a written report, which I will read as follows:

We, your Committee, appointed to investigate and report upon the matter of who should bear the expense of transfer from and to standard gauge and narrow gauge cars, as between the Colorado & Southern and Union Pacific Railways at Denver, beg to report as follows:

From the information obtainable, there is in existence a traffic agreement covering this transfer, which agreement is now involved. If this is correct, the Central Association is lacking in jurisdiction, and would, in consequence, be justly laid open to severe criticism by the Traffic Officers of the lines interested should we attempt to regulate the difficulty. We would therefore ask that the Transportation Officers of the lines interested take the matter up with their traffic officers and advise the Committee if it is satisfactory to the Traffic Departments for the Central Association to take the subject under consideration with power to make final adjustment.

Respectfully submitted,

Geo. R. Simmons,

H. V. Hilliker,

W. A. Knerr.

Chairman: You have heard the report of this Committee; what is your pleasure?

Mr. Barron: As I understand it, this arbitration committee was appointed by President Brewer for the purpose of ascertaining whether or not the interchange of narrow gauge to broad gauge and vice versa, should properly come under the regular interchange rules; that was all they had to decide.

Chairman: Why do you call it an "arbitration committee?" I think an arbitration would require the consent of the people interested, viz; the U. P. and the C. & S.

Mr. Simmons: I was Chairman of that Committee, and I think we have got off on the wrong foot. It was a matter which Mr. Morris brought up for the Association to adjust, as stated in our report, and it does not look as though the Association could tamper with it without burning its fingers; without subjecting the Association to a hard "set down" on the part of the Traffic Department of the lines interested. That is the reason for our making this report. We did not understand that it was a question for arbitration.

Mr. Young: I think the Committee has covered the matter, and recommend that the report be accepted and the Committee discharged.

Seconded.

Chairman: You have heard the motion that the report be received and the Committee discharged; are there any further remarks?

Mr. Simmons: On behalf of the Committee I want to say that it is not our desire to step from under any investigation or attention which the Association may desire or require at our hands. Now, if it is the sense of the meeting that the Committee be discharged, all right, but Mr. Morris seemed quite anxious that the matter be taken up; hence our suggestion that the operating officials of the lines interested take it up further, if, in their judgment, it is best to do so.

Mr. Morris: In regard to this Committee, the object was, did we have any authority to take it up? The C. & S. considers it a traffic arrangement altogether.

Chairman: Are there any further remarks? All those in favor of the adoption of Mr. Young's motion say Aye = opposed No.

Carried.

Secretary: There was also a Committee appointed to suggest a topic for discussion by the Association; that Committee was composed of Mr. Bristol, Mr. Morris and Mr. Young and the Denver Local Freight Agents' Association. The letter written to the Committee above named was as follows:

The following is from minutes of meeting February 14, 1908, this Association.

Secretary read circular letter from General Secretary, Mr. O. G. Fetter, in which he assigned topic or subject for the various divisions to handle as per former letter from him. The subject given Denver Division being "How best to facilitate handling of carload freight at junction points, cars being transferred from one road to another with delivery of way bill or other data necessary to forwarding."

President: I believe that this is a good thing to look into, and as I have some of the best material in this part of the country to select a committee from, I will appoint Superintendent Bristol, A. T. & S. F., Superintendent Morris, C. & S., Superintendent Young, C. B. & Q., and the Denver Local Freight Agents' Association, the latter to act as a unit and in conjunction with the first three named.

Chairman: Mr. Bristol is Chairman of that Committee; have you anything to report?

Mr. Bristol: Since this sixteen hour, or nine hour law has gone into effect, we have not had time; will have to ask for further time. I don't know what the Local Agents have done, but I will have to ask for further time, until the next meeting, if agreeable. I would also suggest that we get together a little, and not write letters, which may be at cross purposes. I will come up any time and go over the matter.

Chairman: As Chairman of the Committee, I think you ought to call them together.

Mr. Bristol: I will call them to Pueblo, then. (Laughter.)

Mr. Barron: This matter was discussed by the Local Freight Agents, and the sense of the meeting was that there must have been some misunderstanding as to just what was intended in the subject suggested for discussion by Denver Division to the General Secretary, the purpose being to bring out by discussion of all divisions the best method of handling waybills in the interchange of loaded cars; that is, whether it was practicable to have waybills accompany cars; or, if not, how best to insure their delivery to connecting lines, so as to avoid terminal delay and unnecessary per diem.

This subject, as originally intended, comes clearly under the topic assigned to Louisville Division. "Regular billing accompanying or in advance of traffic," and I would suggest that Denver Division cooperate with Louisville by preparing and submitting a paper in connection with that Division.

Chairman: As I understand it, this Committee was appointed to suggest a topic, or more than one topic, for discussion at a joint meeting of the Railroad Association. Now, if Louisville has taken this one as one of their subjects—

Mr. Barron: It so happened that Louisville and Denver Divisions selected the same topic for discussion.

Chairman: Your idea, then, would be to consolidate with Louisville?

Mr. Bristol: Two members of the Local Freight Agents' Association are here, and I would like to meet with them on this subject and get together, instead of each one writing a separate opinion.

Chairman: I would suggest that at the next meeting of the Local Freight Agents' Association, they invite the members of this Committee to meet with them and discuss this matter, and prepare a paper at that time.

Mr. Bristol: When is that meeting?

Mr. Barron: We can call a meeting any time you are here. That would perhaps be the best way.

Mr. Young: I would like to have it the latter part of the week.

Mr. Barron: Then we will call a special meeting for next Friday at Mr. Middleton's office, the C. & S. local freight office.

Chairman: Any objection to that, Mr. Young?

Mr. Young: No, sir.

Chairman: Does that suit you, Mr. Morris?

Mr. Morris: Yes, sir.

Chairman: Any other committee report?

Secretary: There was another committee appointed, composed of Mr. Bristol, Mr. Morris and Mr. Young, and the Denver Local Freight Agents' Association, which has reference to shipments received in leaky condition. This was asked for by the General Secretary, Mr. O. G. Fetter.

Mr. Young: Is not that covered by M. C. B. Rules? I am under the impression it is.

Secretary: The letter of Mr. Fetter is as follows: (Reading.)

I am in receipt of the following correspondence: 'Herewith I hand you communication received from Mr. J. R. Cavanagh, Superintendent Freight Transportation, C. C. C. & St. L. Will you be kind enough to take this matter up with the other Divisions, asking for information with all Divisions? I will take this up at the next meeting of this Division. Signed J. D. Berry, Secretary, Columbus Division.'

The letter referred to by Mr. Berry follows:

With all due respect to the action of the Columbus Division, November 15, 1905, I still think that this is a matter that should be handled the same by all lines, and everybody interested be instructed so as to

avoid any chance of unnecessary loss of freight caused by leakage; and also unnecessary switching of cars back and forth loaded with liquors. The agreement is best covered by Rule No. 41 of the St. Louis Interchange Rules, which reads as follows:

When a shipment of liquids is received in a leaky condition, immediate action by 'phone, to be confirmed in writing, shall be given to the delivering line, and the receiving line shall at once take measures to stop such leakage, making transfer if necessary, and ascertaining by weighing, amount of loss up to such time, the party at fault to be responsible for any expense incurred under this clause.

I should be pleased to have the other Divisions take this matter up with a view of uniformity. Will you kindly lay the matter before your Division?

Mr. Barron: I have been watching this discussion through other Associations, and I think they have decided that does not come under the jurisdiction of the operating offices; that it is clearly a Claim Agent's proposition; they have refused the matter of leaky cars with leaky contents in cars in good order. This is clearly a case under Freight Claim Agents Rule No. 10, which reads as follows:

When a shipment of liquid arrives at a junction point in a leaky condition, it shall be the duty of the delivering carrier to ascertain the exact loss, and recover the packages so that they may be delivered to the receiving carrier in good order, and exact weight shown.

Chairman: I think the Local Agents should help one another out on this.

Mr. Barron: They are doing so now, Mr. Vick Roy.

Chairman: Has the Secretary any report from this Committee?

Mr. Bristol: Mr. President, I didn't see that until three

or four days ago, and would like to have the time extended. I think we had better take that up also, next Friday.

Chairman: Then you can bring in your report at the next meeting.

New Business.

Chairman: The next order of business is "New Business." There is a vacancy in the office of President. Do the By-Laws provide for filling that vacancy?

Secretary: I believe they do.

Chairman: Please read them.

Secretary: (Reading.) Article II, Section 2 of the By-Laws reads as follows:

The Officers of this Association shall consist of a President, Vice-President and Secretary-Treasurer, who shall be elected by ballot at the regular monthly meeting in December of each year. A majority of the votes cast shall elect. The officers elected in December shall assume their duties January 1, following, and will serve for one year or until their successors have assumed their duties. In case a vacancy occurs, an election to fill the same shall be held at the next regular meeting.

Chairman: It is not in order, then, to elect a President at this meeting, as the by-laws say "at the next meeting" after the resignation is accepted. Is there any further business?

Mr. Morris: I move that the Secretary be instructed to communicate to Mr. Brewer the acceptance of his resignation and to express to him the appreciation of the Association for the services he has rendered during his term of office and that we are very sorry to lose him.

Mr. Bristol: Seconded.

Chairman: It has been moved and seconded that the Secretary notify Mr. Brewer of the acceptance of his resignation.

tion as President; to express our regrets at the conditions which have brought this about, and to thank him for the services he has rendered the Association in the past. All in favor, please say Aye; opposed No.

Unanimously carried.

Chairman: We have a little time on our hands now, and we would like to hear from all the members present on any informal matters.

Mr. Bristol: We have with us, for the first time, a very important official of the C. & S., Mr. Hayden.

Chairman: We are very glad to have you with us, Mr. Hayden.

Mr. Hayden: I thank you, Mr. President, but this is the first time I have been present; I do not think I have anything to say at this time.

Mr. Simmons: Mr. Randall is also here for the first time, and Mr. Pardo: They may have something interesting to say.

Mr. Randall: I don't know of anything that I can say, but I notice that there seems to be a lack of uniformity in the interchange of cars. For my own information, more than anything else, I wrote to various lines to get an expression from them, and they are all unanimous in the opinion that cars should stay on the transfer board as being delivered when they are placed on the transfer. I believe that practice is not being followed in Denver.

Mr. Young: I think that practice is not being followed in Denver for the reason that, according to the M. C. B. Rules, delivery is not effected until the car has been accepted by the inspectors. I believe the American Railway Association rules that delivery is effected so far as fire or damage of that kind is concerned, when placed on the transfer and bills delivered.

After some further informal discussion by the members present on interchange and per diem, the meeting, upon motion duly seconded, was adjourned.

A. F. VICK ROY,

Vice President.

W. E. BACKENSTO,

Secretary.

OMAHA DIVISION.

Proceedings of the Regular Monthly Meeting of the Omaha Division of the
Central Association of Railroad Officers, held at the Paxton
Hotel, on Wednesday, Mar. 18th, 1908.

Meeting was called to order at 2:00 p. m., with President ~~W. H.~~ Nicholes in the chair.

The representation was as follows:

C. B. & Q. R. R.....	J. Dietrick	Master Mechanic W. H.
C. G. W. Ry.....	H. M. Murray	Local Frt. Agt W. H.
C. M. & St. P. Ry.....	E. Duval	A. G. W. A W. H.
C. & N. W. Ry.....	C. H. Reynolds	Superintendent =
C. R. I. & P. Ry.....	D. Sullivan	Supt. Terminals -
C. St. P. M. & O. Ry.....	F. E. Nicholes	Superintendent —
Ill. Cent. R. R.....	F. M. Jones	Superintendent —
Mo. Pac. Ry.....	Not represented.	
Un. Pac. R. R.....	T. J. Foley	Supt. Terminals —
Un. Stock Yards Co.....	J. H. Brady	Superintendent —
Wabash R. R.....	J. E. Stumpf	Superintendent —

Members of the Local Freight Agents' Association and members of the Local Committee Western Trunk Line Committee were present at this meeting.

Chairman: Have we a quorum?

Secretary: We have.

Chairman: If there are no objections to the minutes of the previous meeting as printed and sent out, they will stand approved.

No objections.

Communications.

Chairman called attention to communication from the General Secretary, relative to the bound copies of the 1907 proceedings being ready for distribution, and asked members who desired copies of them to advise the Secretary.

The following communication from the General Secretary:

Cincinnati, Ohio, March 6, 1908.

o All Secretaries:

Dear Sirs: At various times your divisions have had under consideration the question of whether it was proper to furnish any labor to assist shippers in loading and unloading carload freight, and on this subject I am in receipt of the following letter from Mr. Cavanagh, Superintendent Freight Transportation, C. C. C. & St. L., Indianapolis, Indiana, under date of March 3, 1908.

"Inasmuch as this is a growing question now, I would suggest that you get an expression from the different Divisions as to what their practice is, as one of the reasons for making L. C. L. rate is the fact that the shippers load and unload his freight."

Kindly furnish me with the necessary information to make reply to Mr. Cavanagh.

Yours very truly,

O. G. Fetter,
General Secretary.

Secretary was instructed to reply that it is not the practice at this point to furnish any labor to assist in loading or un-

loading carload freight, and to do so would not be consistent with rules.

Subjects for Discussion at Annual Meeting, 1908.

The Secretary read communication from the General Secretary containing list of subjects assigned to the various Divisions for discussion at the annual meeting. The subject assigned to the Omaha Division being "Carding System at Junction Points for classifying cars for outbound movement, in order that they may be properly built up on station orders in trains."

It was decided to accept this subject, and upon motion, Mr. J. E. Stumpf, Superintendent, Wabash R. R. Co., was chosen to prepare a paper on this subject, it being understood that he should have the liberty to call on any member for assistance or suggestions.

Report of Committees.

The Committee appointed at our December meeting — to draft a set of interchange rules for Omaha, South Omaha and Council Bluffs, submitted the following report:

**Subject: Freight Car Interchange for Council Bluffs,
Omaha and South Omaha.**

Omaha, Neb., March 2, 1908.

Mr. J. O. Linton, Secretary.

Central Association of Railroad Officers,
Omaha, Nebraska.

Dear Sir: Referring to your letter of December 19th, Committee comprising the gentlemen named below met in the committee room of Union Pacific Motive Power Office

building at Omaha, Nebraska, on February 5, 1908, and copy of their report is herewith submitted.

Committee:

W. E. Brooks, Superintendent Mo. Pac. Ry., Omaha. Not present.

E. Bignell, Superintendent, C. B. & Q., Lincoln. Not present.

C. W. Jones, Superintendent, C. R. I. & P., Des Moines. Present.

C. A. Schroyer, Superintendent Car Department, Chicago, I. & N. W. Present.

J. E. Buker, Assistant Superintendent Machinery, I. C. & N. W., Chicago. Present.

Chairman, W. R. McKeen, Jr., Superintendent M. P. & M., N. P. R. R., Omaha. Present.

Mr. Brooks represented by Mr. M. O. Loftus, Agent, Mo. Pac., Omaha, and H. McClure, Foreman Car Department, M. P. Ry., Omaha.

Mr. Bignell represented by Mr. O. L. Dickeson, Assistant Superintendent Transportation, C. B. & Q., Omaha, Neb.

Any set of rules pertaining to the interchange of cars, in order to be operative and effective and obtain beneficial results, must be agreed to by the management of the various railroads. As the authority to pass on such subjects has been delegated by many railroads to the Superintendent of Motive Power, it was considered advisable to first frame a set of rules which would be acceptable and agreed upon by all roads. The rules were discussed and decided upon, copies of report printed and same submitted to the Superintendents of Motive Power of all roads centering in the Omaha and Council Bluffs territory. Unanimous approval in writing has been obtained from all railroads, to these rules, and the action of this committee on this subject, with one exception—that the Burlington road has not signified their intention of bearing their expense of the Joint Interchange Association at South Omaha. It is hoped however, that with further investigation and consideration they will do so.

There are a great many points in connection with these rules, and if brought up for detailed consideration a great deal

of time can be spent; in fact wasted, in arguing pro and con on the various items of advantage and disadvantage. But these rules are, in the opinion of the committee, advantageous and desirable, and will be productive of good results, and if adopted without modification, can be put in practical use at once. It is therefore recommended that the rules be approved by the Central Association of Railroad Officers, as printed.

Respectfully,

(Signed) J. E. Buker,

Asst. Supt. Mch. I. C. R.

A. C. Schroyer,

Supt. C. D., C. & N. W.

C. W. Jones,

Supt. C. R. I & P.

E. Bignell,

Supt. C. B. & Q. R. R.

W. E. Brooks,

Supt. M. P. Ry.

Committee.

Chairman. W. R. McKeen, Jr.,

Supt. M. P. & M., U. P. R.

Rules as recommended by this committee are as follows

Freight Car Interchange for Council Bluffs, Omaha and South Omaha.

South Omaha: We recommend a South Omaha Joint Interchange Association be continued; that car interchange rules be taken care of by that Association; and are of the opinion that the C. B. & Q., and Missouri Pacific should become members and bear the pro rata expense of this Association.

Omaha and Council Bluffs Territory:

RULE 1.

That loaded cars, except leaky tanks, offered in interchange, must be accepted, providing they conform to the safe

appliance rules adopted at Omaha, August 10, 1905, and are safe to handle through the interchange. Delivering road shall, upon demand, provide for defect cards under Master Car Builders' Rules, or receive back empty cars in like condition where transferred.

RULE II.

In order to facilitate the movement of loaded cars to local industries, cars should be allowed to pass on a book record with defects that will not prevent their delivery. These cars to carry a tag marked "Bad Order," and to be returned in like condition to whatever company delivered the loaded cars to the transfer tracks, providing however, these cars conform to the safety appliance rules as adopted at Omaha, August 10, 1905, and are safe to move to local industries.

Mr. Jones: I move that the report of this Committee be accepted, and that interchange rules recommended be adopted by this Association, effective April 1, 1908, in lieu of interchange rules adopted September 18, 1907.

Mr. Sullivan: I second the motion.

Carried without a dissenting vote.

New Business.

Mr. C. H. Reynolds and T. J. Foley were appointed as a committee to audit all bills of the Association.

The following communication was brought up under this heading:

Ft. Dodge, Iowa, March 13, 1908.

Mr. F. E. Nicholes, President,
Central Association Railroad Officers,
Omaha, Neb.

Dear Sir: As a matter for discussion at next regular meeting of the Central Association of Railroad Officers, I wish to submit the following:

In checking up the uncollected bills at Omaha for the month of January, I find that this Company is behind on collection at that station \$7000.00. The Burlington's uncollected for January amounts to \$23000.00, the Union Pacific \$11000.00, the C. M. & St. P., \$7000.00, C. R. I. & P., \$7000.00 (in round numbers).

The principal cause for this is slow pay. I find that a number of the principal business houses at Omaha have a system of checking up their freight bills after freight has been unloaded and stored, and their systems are somewhat elaborate and require considerable time, and consequently the railroads must wait a week or two for their freight charges.

I think the Accounting Department of the various lines at Omaha should get together and make a decided improvement in the situation. Something should be done, as the "uncollected" is entirely too large.

Each one of the railroads at Omaha employ a collector for the purpose of making collections for freight bills. This is an expense that I do not believe should be maintained. The collectors are paid various salaries, ranging from \$50.00 to \$75.00 per month. At many of the larger points on the Illinois Central System, we have a cash system of collecting and proves very satisfactory and successful. Why should we not have the same system at Omaha, and dispense entirely with the service of collectors?

The matter is respectfully submitted.

Yours truly,

F. M. Jones,
Superintendent.

After considerable discussion it was moved by Mr. Folger and seconded by Mr. Sullivan that this communication be received and placed on the records in order that it may go to the managements for their consideration, and that the discussion be eliminated from the minutes.

Carried.

Mr. Reynolds: I think we should agree upon some subject or subjects to be brought up for discussion at the following

meeting; this would enable members to come prepared to discuss the question with more intelligence and be prepared to take definite action.

Acting upon Mr. Reynolds' suggestion it was agreed to bring up for discussion at our next meeting the question assigned to the Omaha Division for a paper at the Annual Meeting, as follows: "Carding system at junction points for classifying cars for outbound movement in order that they may be properly built up in station order in train."

Bills.

Bills to the amount of \$88.37 for operating expense were **approved** and ordered sent out for voucher.

There being no further business, the meeting adjourned.

O. LINTON,
Secretary.

F. E. NICHOLS,
President.





CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

APRIL.

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1908.

Press of C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions

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 R. B. QUIGLEY, 1st Vice-President.
 D. B. SUTHERLAND, 2d Vice-President.
 O. G. FETTER, General Secretary-Treasurer.

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J. M. SCOTT.....	"	Indianapolis "
W. B. WOOD.....	"	Columbus "
T. B. FOGG.....	"	Toledo "
S. M. RUSSELL.....	"	Peoria "
W. C. DOWNING.....	"	St. Louis "
J. P. CUMMINGS.....	"	Kansas City "
B. W. TAYLOR.....	"	Louisville "
J. J. SIM.....	"	Detroit "
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O. G. FETTER.....	Secretary.....	Cincinnati Division
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
H. M. ELLIOTT.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
JULIUS ROTHSCHILD.....	"	St. Louis "
J. H. ASHLEY.....	"	Kansas City "
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O. G. FETTER.....	Treasurer.....	Cincinnati Division
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
H. M. ELLIOTT.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
JULIUS ROTHSCHILD.....	"	St. Louis "
J. H. ASHLEY.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
E. S. MAXWELL.....	"	Detroit "
W. E. BACKENSTO.....	"	Denver "
J. O. LINTON.....	"	Omaha "

CINCINNATI DIVISION.

*The Regular Monthly Meeting of the Central Association of Railroad Officers,
Cincinnati Division, was held in Room 10 Carew Building,
Cincinnati, Ohio, Tuesday, April 14th, 1908.*

The representation was as follows:

- 2 O. S-W. R. R. P. H. Reeves Master Mechanic.*
- 3 O. S-W. R. R. C. E. Pieriet Chief Clerk.*
- 4 O. Ry. Not represented.*
- 5 & L. R. R. W. B. Allen Trainmaster.*
- 6 & D. Ry. T. A. Sweeney Superintendent.*
- 7 & D. Ry. G. H. Waldo Supt. Car Service.*
- 8 Nor. R. R. J. T. Creahan Agent.*
- 9 O. & T. P. Ry. E. C. Tomlinson*
- 10 M. V. R. R. R. C. Barnard*
- 11 C. & St. L. Ry. R. R. Harris Car Accountant.*
- 12 E. Ry. Not represented.*
- 13 N. R. R. Not represented.*
- 14 W. Ry. E. A. Blake Superintendent.*
- 15 C. & St. L. Ry. R. C. Barnard Superintendent.*

The meeting was called to order by the President at 11:10 a. m.

The minutes of the previous meeting were read and approved as printed.

Loaded Cars in Leaking Condition.

The Secretary stated that letter ballot had been sent out on the question of adoption of the report made by the committee, but replies had not been received from all the roads. Three of the lines had suggested certain changes in the recommendations of the committee, and after some discussion as to the merits of the suggestions, Mr. Barnard:

Moved, That this matter be referred back to the committee with the suggestions of Messrs. Arnold, Blake and Barnard contained in their answers to the letter ballot, and if the suggestions meet with the approval of the committee that same be included in the report.

The above motion was duly seconded and carried.

Weighing by Cincinnati Chamber of Commerce Weighing Bureau at Covington, Ky.

The Secretary called attention to letter from the Cincinnati Chamber of Commerce, under date of March 16, 1908, copy of which had been sent to all members under date of March 28th, the said letter reading as follows:

In connection with extension of switching arrangements to Covington, there has naturally arisen a call for official weighing facilities, under the Chamber of Commerce Weighing Bureau service.

The Covington business does not justify maintaining a weigher there. Under the existing rule it is the business of the Chief Weigher to arrange

for service of an official weigher of grain and hay delivered at places where a weigher is not located, when he is notified as to where and when such service is needed.

Under these conditions it works out that against the one dollar (\$1.00) per car collectable for official weighing at Covington, there is a cost to the Bureau of four dollars (\$4.00) per car for furnishing the service required, which is unduly burdensome upon the Bureau.

To provide for a weigher to be located at Covington to meet the needs under these new conditions would imply about fifty-two dollars (\$52.00) per month for service of weigher at twelve (\$12.00) per week.

The railroad companies in extending the switching arrangements to Covington have recognized the propriety of considering that within Cincinnati terminal limits in such matters. The maintenance of an official weigher at Covington would be consistent with such plans. But the charges for weighing would represent only a part of the cost of the service, under existing volume of deliveries there. It is therefore deemed proper to submit to the Central Association the proposition that the B. & O. S-W., the C. H. & D., the C. C. C. & St. L. and Pennsylvania Lines will each contribute not less than five dollars (\$5.00) per month toward maintenance of an official Weigher at Covington, the Chamber of Commerce, in order to do its full part in aiding the establishment of needful facilities for traffic interests here, will assume the remaining share of the cost of maintaining the weigher at Covington.

Mr. Barnard, Moved, That the Chamber of Commerce be advised that it is the sense of this Association that the lines north of the river do not feel disposed to participate in any

expense for weighing cars in Kentucky, and feel that the expense should be borne by the lines South of the river directly interested.

The above motion was duly seconded and carried.

Per Diem on Cars Held at Cincinnati on Account of Improper Billing.

Mr. Arnold, of the L. & N., who brought up this question, being absent, consideration was postponed until next meeting or until such time as he shall be in attendance.

Withdrawal of I. & M. V. Ry. Co. from Central Association of Railroad Officers and Cincinnati Car Demurrage Bureau.

Letters were read from Mr. R. P. Buchanan, President of I. & M. V. Ry. Co., under date of March 28, 1908, giving formal notice of withdrawal from the Central Association and Demurrage Bureau, and Mr. Barnard:

Moved, That the resignation of the I. & M. V. Ry. Co. from the Central Association of Railroad Officers and Cincinnati Car Demurrage Bureau be accepted, effective April 1, 1908.

The above motion was duly seconded and carried.

Withdrawal of Reclaim Arrangements with I. & M. V. Ry.

Mr. Barnard offered the following:

Whereas, The Ivorydale & Millcreek Valley Railway Company has given notice of its desire to withdraw from the Per Diem Rules Agreement, said withdrawal to be effective June 20, 1908,

Be it Resolved, That effective April 1, 1908, all reclaim arrangements heretofore existing between the roads entering Cincinnati and the I. & M. V. Ry., including the terminal switching reclaim of two days per car at the current per diem rate allowed the latter road, shall be and they are hereby abolished.

Be it Further Resolved, That effective same date, the tracks operated by the Procter & Gamble Company shall be placed upon the basis of an industrial road, and the delivering road shall be responsible for per diem accruing while cars are on the said rails, no interchange reports or junction cards to be made covering cars delivered to the said tracks.

The above resolutions were duly seconded and carried, and ordered spread on the minutes.

Switching Reclaim Rule No. 6.

Mr. Waldo called attention to the last clause of Rule 6 of the Cincinnati Switching Reclaim Rules, reading: "providing the delivering line is at fault," and suggested that another note, to be known as Note 3, be appended to this rule, which note shall provide that the phrase quoted shall not apply to cars delivered without billing, and that the delivering line is responsible for failure to deliver bills with in advance of the receipt of the cars in all cases; and suggested that if such action was agreed upon it should be made to govern the settlement of reclaims on no bill cars now pending. Mr. Barnard:

Moved, That the proposed amendment of Rule No. 6 of the Cincinnati Switching Reclaim Rules be referred to the Per Diem Committee of this Association for action.

The above motion was duly seconded and carried.

E. C. TOMLINSON,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

The Regular Meeting of the Indianapolis Division of the Central Association
of Railroad Officers was held in Indianapolis Union Station,
2 o'clock P. M., Monday, April 6th, 1908.

The meeting was called to order by President J. M. Scott.
The following lines were represented:

C. C. C. & St. L.....	R. R. Harris.....	Car Accountant
P. & E. R. R.....	J. F. Ward.....	Car Service
L. E. & W. R. R.....	O. C. Smith.....	Car Accountant
C. I. & L. Ry.....	A. J. O'Reilly.....	General Agent
C. H. & D. Ry.....	J. M. Scott.....	Superintendent
C. H. & D. Ry.....	G. H. Waldo.....	Supt. Car Service
I. S. R. R.....	L. W. Baldwin.....	Superintendent
I. U. Ry.....	A. A. Zion.....	Superintendent
I. U. Ry.....	J. E. Merion.....	Auditor
Vandalia R. R.....	J. W. Coneys.....	Superintendent
Vandalia R. R.....	H. G. Sleight.....	Car Accountant
P. C. C. & St. L. Ry.....	H. B. Reynolds.....	Trainmaster

The minutes of the previous meeting stood approved as read.

Unfinished Business.

**Practice of Handling and Caring for Shipments of Molasses,
Vinegar and Other Liquids Received from Connections
in Leaky Condition.**

The Secretary read the following communications:

Indianapolis, February 17, 1908.

Mr. G. B. Staats, Secretary,

Central Association of Railroad Officers,
Indianapolis.

Dear Sir: Referring to your communication of the 5th, I beg leave to advise that I am surprised at the manner in which this case has been handled. What we want to do is to put in some sort of a system of preventing damage claims by getting prompt action on cars in leaky condition, by the receiving road getting authority to recover and put them in condition, coopered up by some authorized party O. K., in accepted rule. When a road receives a car of vinegar, molasses or similar liquid freight, in packages, in leaky condition, I think it is the height of folly to kick a car of that kind around town, back to the delivering line, thus increasing the loss, when it might be recovered in a very small space of time at a small cost, and certainly much less cost to the delivering line, than pay wheelage switching charges and increase the loss claims on account of the delay.

I think the Central Association of Railroad Officers has it entirely in their hands and in their power to formulate a rule similar to the St. Louis rule and abide by it. Make and appoint Mr. Barr as joint inspector in a matter of this kind, as it has nothing to do with the physical condition of the car, thus acting in a joint capacity in this matter as he does under the inspection of freight and classification.

Yours truly,

J. R. Cavanagh.

Indianapolis, March 18, 1908.

Mr. G. B. Staats, Secretary,

Central Association of Railroad Officers,
Indianapolis.

Dear Sir: Yours of March 5th with accompanying papers was referred to the Indianapolis Freight Committee at meeting Monday, March 16th, and after consideration of the proposition that this Committee formulate a rule or system which will insure prompt action by receiving lines in securing authority to reeoper shipments of vinegar, molasses or similar liquid freight in packages, in leaky condition, instead of switching such cars back to connections, thereby increasing the loss, the members were generally of the opinion that this is a transportation matter and it is believed that some steps should be taken to remedy the evil, and that any reasonable action to that end would be approved by this Committee, but this Committee does not consider it is within its authority to make such a rule, and individually recommends that the matter be referred back to the Central Association of Railroad Officers with the above information.

Yours truly,

F. J. Barr.

Secretary.

Some of the members present stated that it was their practice to accept shipments of the character under discussion when received in a damaged condition, and take immediate steps to reeoper the packages with a view of avoiding further loss and to prevent delay to the car. This action taken with the understanding that they would run their chances of having the delivering line reimburse the receiving line for the actual expense incurred.

On the other hand, the majority of the members stated that it was the practice to return the shipments when in a

leaky condition to the delivering line with request that the lading be put in proper shape.

It was also suggested that such shipment might be considered as a bad order car and handled in accordance with rules governing bad order cars.

It being apparent that the meeting could not arrive at a uniform plan for handling such shipments, it was decided, on motion, to refer the entire question to the Standing Committee on Interchange, with instructions to ascertain the practice at other points; this Committee to formulate and recommend a plan to be adopted at Indianapolis.

Exchange Settlement for Cars.

The Secretary read the following communication:

The Exchange Settlement for Cars.

Our present per diem methods based on per diem on individual cars are expensive and unsatisfactory in every way, and full of inequalities almost impossible to remedy under varying conditions.

We hear a lot of talk about returning cars to owners, &c. We might as well talk about insisting on the individual National Bank Notes being returned to each bank within a given time, as to ever hope of having a practicable, economical rule of returning to owning lines, the individual cars, except at an enormous expense of empty mileage and loss of traffic. As common carriers we must furnish through cars to carry the traffic contracted for on through bills of lading and under through published tariff rates.

From an address by the Hon. W. J. Calhoun, in Chicago, 1st December, before the Transportation and Car Accounting Association, I quote as follows:

“But in 1906, the so-called Hepburn act was passed by Congress. It contains a provision which undoubtedly has

for its purpose the making of through routes, through billing, through rates, and the interchange of cars, a compulsory obligation upon all connecting carriers. The importance of your department of labor is emphasized by this requirement. It will, in all probability, become a more or less common practice for cars to move over lines without much reference to the ownership of the cars. Where this is not voluntarily done, the law will compel it to be done. I think the law will be upheld, and it may be accepted as a legal obligation upon the railroads which they must recognize. It is a subject of great importance and suggests many difficult complications.

At a great terminal like Chicago for instance, with its large volume of incoming and outgoing traffic; with its complicated switching service, and its many transfers, reconsignments and reshipments, the problem of handling this traffic and of keeping control of the cars engaged therein, is necessarily a difficult one. The complications incident to such a situation not only involve the proper relations between the carriers, but affect the public interests as well. I regard the subject of interchange of cars, incident to through routes and reconsignments, as one of growing importance."

We must, therefore, devise a plan that will cover every phase of the complex problem, that will be fair to the car owner and car users, (who are practically in a copartnership in handling through freight traffic). That will permit of a maximum traffic being handled with a minimum equipment and smallest car mileage. That will be elastic to meet every condition that may arise, nearer an equality of interchange, and prevent roads during periods of car surpluses rushing the other fellow's cars home empty and applying his own cars on all loading. Unnecessary expense of cost of transfer, damage claims, per diem and delays in transferring cars, besides incidental yard congestions caused thereby.

Let us distinctly understand that every restriction on a car retards the accomplishing of the very purpose for which

the car was built, namely, to take care of traffic offering from originating point to destination.

After long and careful investigation, I have concluded that the solution is a system of car hire and equalization on junction or exchange balances. There is no system that can be evolved but what will be met with some objections, but I claim that the junction exchange plan will reduce such objections to a minimum. I have considered several plans in lieu of per diem, such as percentage of all revenue obtained from freight charges, switching, demurrage and reclaims to be paid the car owners in lieu of per diem, thus making them to a certain extent, participators in the revenue derived from use of the car, but such an arrangement would be almost as burdensome in accounting as the present per diem plan. Under the exchange proposition, we deal only with our immediate connections instead of three or four hundred car owners. We do away with a lot of three cornered fights account of discrepancies at remote points, thousands of miles away from the car owner. By the 20th of each month all car service accounts for the previous month would be settled. No voluminous reports to several hundred car owners for per diem on cars used. No large force of clerks to check up the stack of per diem reports received from several hundred roads, endless correspondence in regard to discrepancies, thousands of dollars outstanding unsettled account of the individual items too small to arbitrate, expense of errors in figuring and checking per diem, elaborate expenses of postage, stationery, etc., all will be eliminated.

The present interchange reports as adopted by the American Railway Association with slight modification and providing additional space as submitted herewith, will cover the requirements.

Dr. or Cr.	Balance from last report
	Delivered this date
	Received this date
Dr. or Cr.	Balance this date

Both Agents have copy and certify. Delivering line must pay car balance rate until they have cleared the car. In cases of omission, would recommend the use of a consecutively numbered credit slip (as per copy attached), and which will be taken into account in current day's report as shown. Under the proposed exchange settlement plan we can report and settle on a car basis, a ton capacity, or both. We can, if deemed practicable, make a different rate for each class of car without materially increasing the accounting. The rates may be changed from time to time to meet the existing or temporary conditions, without disturbing the method of accounting, as it would be simply changing the rate that the balance is multiplied by. Under this plan we exchange our cars under rules that may be agreed upon. This scheme also prevents any industrial or other road building a large equipment and forcing same with their own loading on connections, as they must take an equal number of cars in exchange, if offered.

That the proposed plan will insure absolute equalization, is not claimed, but I do think it will come nearer doing it than any other plan yet devised. Under the exchange plan if a connection persists in not equalizing or reducing the balance, there are several remedies that can be applied, namely, the stopping of loading via such a line, or if deemed practicable, the application of a penalty in the nature of an advance rate after a given time, which would not affect any other road or territory.

Hoping there will be a large representation so as to get a full discussion.

Respectfully submitted,

J. R. Cavanagh,
Superintendent Freight Transportation.

After some discussion, and on account of the absence of Mr. Cavanagh, it was decided, on motion, that the Secretary furnish each member with a copy of the foregoing article, with request that the subject be thoroughly studied, and then

members come prepared to discuss the question in all its phases at the May meeting.

Reading Correspondence.

The Secretary submitted the following communication:

Cincinnati, O., March 17, 1908.

To all Secretaries:

At the request of the Secretary of the Interstate Commerce Commission, and with the authority of the President of this Association, Mr. J. W. Mulhern, I have arranged to supply the Interstate Commerce Commission with copies of the monthly proceedings of this Association.

Upon the receipt of the request from Secretary Moseley of the printed proceedings, I asked him for what purpose he desired same, and he replied in part as follows:

"The Commission is desirous of securing copies of all publications relating to transportation, upon the theory that in order to keep in touch with current railway problems it is necessary to secure the current literature upon the subject.

It is the further object of the Commission to make its library the most complete collection of railway publications in this country.

Such publications as yours are especially desirable, because they represent a class of publications which is difficult to secure, especially back issues. These publications are often consulted here by members of the various railway organizations who visit the city, and in some instances the Commission has supplied duplicate issues to various organizations which have had their files destroyed by fire.

It is believed that it will be a matter of great satisfaction to these organizations to know that bound files of their proceedings are to be found in the library of the Commission."

The above is given you at the suggestion of President Mul-

hern. who thought that it might be well that the members should be informed that a copy of the proceedings of the Association will be on file in the office of the Interstate Commerce Commission at Washington, D. C.

Yours very truly,

O. G. Fetter,
General Secretary.

The question was raised as to the advisability of furnishing the Interstate Commerce Commission with a copy of the proceedings of the meetings. The Secretary was requested to communicate with the General Secretary and ascertain if proper legal advice had been obtained on the subject before consenting to supply the Interstate Commerce Commission with copies of the proceedings.

The Secretary next submitted the following:

Indianapolis, Ind., March 27, 1908.

Mr. G. B. Staats, Secretary,
Central Association of Railroad Officers,
City.

Dear Sir: Note letter attached from General Yard Master Ziegler of Big Four, under date of March 10th, addressed to the General Yard Masters of all roads here, advising that two additional tracks have been constructed for Kingan & Company into their box factory west of the river, and roads having freight for these tracks will be required to perform the service in addition to paying the regular trackage.

I wish you would docket this subject for discussion at the next meeting of the Central Association of Railroad Officers, and oblige,

Yours truly,

A. J. O'Reilly,
General Agent.

Indianapolis, Ind., March 10, 1908.

r. H. S. Curley.
r. Jos. Averill,
r. R. F. Kennington.
r. E. W. Hoffman,
r. William Ward,

Two additional tracks have been constructed for Kingan Company into their box factory west of the river. When connections have freight for these tracks, it will be necessary for their engines to make direct delivery, and at the same time take any of their empties out. In other words, the Big Four will not place either the loads or take out the empties, excepting such as are their own.

Please acknowledge receipt.

E. H. Ziegler,
G. Y. M.

It was the unanimous opinion of the members present that there was no apparent reason why this business should not be handled as any other ordinary interchange business, and it was not clear as to why other roads should be compelled to pay the regular switching charge and, in addition, perform their own switching, both for loads and empties.

In view of the importance of this matter it was finally decided, on motion, to refer the entire question to a special committee, to be appointed by the Chair, to look into the conditions and reasons causing the Big Four to take such action; this committee to prepare and submit its report and recommendations at the next meeting. The Chair appointed the following gentlemen to serve on this committee:

Mr. A. J. O'Reilly, Chairman,
Mr. H. B. Reynolds,
Mr. J. R. Cavanagh.

Committee Reports.

Proposed Charge of \$2.00 on all Cars Reconsigned.

Mr. A. J. O'Reilly, Chairman, reported progress and asked for an extension of time, which was granted.

Matter of Handling Grain Doors.

Mr. A. J. O'Reilly, Chairman, reported progress in this case also, further time being given in which to complete investigation and report.

Reclaim on Southern Car No. 35964. Controversy Between the L. E. & W. and C. H. & D.

Mr. J. R. Cavanagh, Chairman, sent word that he had not yet completed his report on this subject, therefore further time was allowed.

New Business.

Attention was called to a minority report made by Committee on Per Diem, relative to the interpretation of Per Diem Rule No. 7, having special reference to the word actual. This report was submitted, and through a misapprehension, adopted at the March, 1908, meeting. It was decided, on motion, that the report be referred back to the Chairman of the Committee with request to obtain the signature of each member of this Committee.

Rule 6—Code of Switching Reclaim Rules.

On account of a difference in the interpretation or application of the word "immediately," appearing in the sixth

On page 27, Rules and Regulations of the Indianapolis Division, it was decided, on motion, to adopt the following resolution:

Note 1: Be it resolved, that it is the sense of this Association that the word referred to ("immediately," Rule 6) shall mean within "twenty-four hours from date car is received," and if notice is not given within twenty-four hours, reclaim shall be allowed only from date of notice.

The foregoing resolution to appear as Note 1 to Rule No. The Secretary was directed to notify each Superintendent of the action taken.

The Secretary was also requested to make special effort have the Master Mechanics attend the meetings in the future.

On motion, the Secretary was instructed to take up with the Per Diem Committee the question of revising the Per Diem rules to date.

Meeting adjourned.

M. SCOTT,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Minutes of Regular Meeting Columbus Division, Central Association of Railroad
Officers, held in Room 398, Union Depot Arcade, Columbus,
Ohio, Wednesday, April 15th, 1908.**

In the absence of President and Vice President, Mr. L. Ohliger was unanimously chosen to act as President pro tem, and called the meeting to order at 1:45 p. m., with the following representation:

B. & O. R. R.....	J. F. Irwin.....	Superintendent.
C. C. C. & St. L. Ry.....	W. G. Bayley.....	Superintendent.
Hocking Valley Ry.....	T. R. Limer.....	Supt. Car Service.
N. & W. Ry.....	E. A. Blake.....	Superintendent.
P. C. C. & St. L. Ry.....	L. Ohliger.....	Superintendent.
T. & O. C. Ry.....	T. R. Limer.....	Supt. Car Service.

On motion the reading of previous minutes was dispensed with.

Unfinished Business.

Interchange of Live Stock at Columbus.

Resolved, That, all lines at Columbus shall accept live stock if delivered within the 28 or 36 hour limit.

On motion the Secretary was instructed to submit the resolution above to all members for letter ballot, result to be announced at next meeting.

**Saturday Half Holidays Counted in Computing Free Time
on L. C. L. Shipments Before Being Sent to
Public Warehouse.**

Secretary reported result of letter ballot in above matter submitted at last meeting, which ballot indicated that unanimous vote could not be obtained, and on motion duly seconded and carried, the matter was laid on the table.

Minutes of meeting of Executive Committee on Interchange Car Inspection and Rules, held March 17th were received and ordered filed.

Minutes of meetings of Columbus Terminal Yard Masters' Association held March 16th and April 16th were received and ordered filed.

Rule 4, Interchange Agreement Applying to Switch Cars.

Secretary read letter from Superintendent Quigley of Rocking Valley Railway asking if it was the intention that Rule 4 was to apply to switch cars, and if so had switching the right for reclaim of only three days while making repairs.

On motion duly seconded and carried, the subject was referred to the Per Diem Committee.

**Furnishing Copies of Minutes to Interstate Commerce
Commission.**

Secretary read communication from General Secretary advising that upon instructions of the President, he would

hereafter furnish Secretary of Interstate Commerce Commission with copy of printed minutes of the various Divisions of Central Association of Railroad Officers.

On motion, the Secretary was instructed to refer the subject to members of Columbus Division for letter ballot as to whether or not this Division was agreeable to have copies of its minutes in the hands of the Secretary of the Commission.

Bill in the sum of \$15.19, this Division's proportion of expense of Central Association for the month of March was approved and ordered paid.

L. OHLIGER,
President pro tem.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

ular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held in Room No. 916 Nicholas Building, Toledo, Ohio,
Thursday, April 9th, 1908.

Meeting called to order at 11:00 a. m., by President,
B. Fogg.

The following members present:

H. & D. Ry.....	T. A. Sweeney.....	Superintendent.
H. & D. Ry.....	G. H. Waldo.....	Supt. Car Service.
H. & D. Ry.....	E. F. Holbrock.....	Agent.
C. C. & St. L. Ry.....	T. J. Kizer.....	Commercial Agent.
C. C. & St. L. Ry.....	M. J. Heffernan.....	Trainmaster.
& T. S. Line.....	A. W. Sheahen.....	General Agent.
V. Ry	T. R. Limer.....	Supt. Car Service.
V. Ry	R. M. Connell.....	Trainmaster.
V. Ry	J. L. Stark.....	General Car Insp'r.
S. & M. S. Ry.....	J. J. Bernet...	Gen. Superintendent.
S. & M. S. Ry.....	T. J. Charlesworth.....	Gen. Agent.
S. & M. S. Ry.....	J. R. Horgan.....	Superintendent.
S. & M. S. Ry.....	G. E. Husted.....	Agent.

M. C. R. R.....	B. R. Donovan...	Asst. Trainmaster.
Penna. Co.	W. T. Wolff.....	Special Agent.
Penna. Co.	G. W. Dennison.....	Agent.
P. M. R. R.....	H. E. Meyers.....	Agent.
T. & O. C. Ry.....	H. E. Speaks.....	Superintendent.
T. & O. C. Ry.....	C. L. Gardner.....	Asst. Supt.
T. St. L. & W. R. R.	J. F. Clement.....	Superintendent.
T. St. L. & W. R. R.	D. F. Milne.....	Supt. Car Service.
T. T. R. R. Co.....	T. B. Fogg.....	General Manager.
Wabash R. R.....	J. C. Sullivan.....	Superintendent.
Wabash R. R.....	L. N. Andrews.....	Joint Agent.
W. & L. E. R. R.....	F. P. Barr.....	Car Accountant.

On motion, the minutes of meeting held March 12, 1908, were approved as printed and distributed.

Question of Reclaim Between Steam Roads and Electric Lines.

At the last meeting of this Association, the Per Diem Committee, to whom this matter was referred, made its report and on motion, vote on the adoption of same was postponed until the April meeting.

After considerable discussion relative to this report, a vote by roads was taken, resulting in the adoption of the Committee's report.

Compliance with Resolution Adopted November 14, 1907, Regarding the Discontinuance of Tallymen Assisting in the Handling of Itemized Carload Freight on Public Delivery Tracks.

The Secretary stated that in accordance with instructions received at last meeting, he had written all the lines in Tele-

o, asking what the positions of the various roads are, in regard to the enforcement of this resolution, and reported that majority of the roads were in favor of complying with the above resolution.

Mr. J. J. Bernet: I move that it is the sense of this Association that all roads entering Toledo should abide by the original resolution that was offered and passed, and carry it out in its entirety.

Motion seconded by Mr. T. A. Sweeney, and carried.

Question of Supplying the Interstate Commerce Commission with Copies of Monthly Proceedings of this Association.

The Secretary read a communication from Mr. O. G. Fetter, General Secretary of the Central Association of Railroad Officers, under date of March 17, 1908, stating that at the request of the Secretary of the Interstate Commerce Commission, and with the authority of the President of the Central Association of Railroad Officers, Mr. J. W. Mulhern, he had arranged to supply the Interstate Commerce Commission with copies of the monthly proceedings of the various Divisions.

After considerable discussion of this matter, the following motion was offered:

Moved, That Mr. Fetter's letter be laid on the table for thirty (30) days; that a copy of same be sent to all members of this Association, and that the Secretary write Mr. O. G. Fetter, asking him to ascertain from President J. W. Mulhern upon what authority he had agreed to file these proceedings with the Interstate Commerce Commission.

Motion seconded and carried.

Handling of Grain Doors.

The Secretary read a communication from Mr. J. M. Steenberg, Secretary of the Toledo Freight Committee, under date of April 7, 1908, stating that the Toledo Freight Committee had instructed him to take up with this Association, for the purpose of securing the views of the Central Association of Railroad Officers, Toledo Division, relative to the adoption of the Peoria method of handling grain doors at Toledo.

Mr. T. A. Sweeney: I move that the Secretary be instructed to again reply to Mr. J. M. Steenberg, that it is the sense of this Association that the handling of grain doors is a traffic matter.

Motion seconded by Mr. J. C. Sullivan and carried.

Interchange of Cars Loaded with Liquids.

The Secretary read a communication from Mr. J. R. Cavanagh, Superintendent Car Service of the C. C. C. & St. L. Railway, under date of March 23, 1908, attaching a copy of the report of the Committee appointed by the Cincinnati Division of the Central Association of Railroad Officers, to consider the matter of handling loaded cars in a leaky condition, and asking that the matter be brought before the Toledo Division of the Central Association of Railroad Officers, in order that a Committee may be appointed to draft similar rules.

Mr. T. A. Sweeney: I move that this communication be placed on the table until after the report of the Standing Committee, to whom this matter was referred by this Association at meeting held February 13, 1908, is considered.

Motion seconded by Mr. J. C. Sullivan and carried.

Interpretation of Standing Resolution No. 11 of the Central Association of Railroad Officers, Toledo Division.

The report of the Committee appointed on this matter, having been referred back to them at last meeting for further information, the following substitute report was submitted.

Committee feels that Standing Resolution No. 11 applies solely to Toledo district, and they do not consider notation "Weigh and Correct" a request to weigh car, and find the practice varies with the different roads.

(Signed) J. R. Horgan,
H. E. Speaks,
Otto Schroll,
Committee.

On motion of Mr. J. C. Sullivan, seconded by Mr. T. A. Sweeney, report was adopted.

Question as to Reclaim to be Allowed and Proper Charge to be Made Against Owner on a Carload that is Switched to an Industry and Refused by Consignee and Ordered Reswitched for Another Delivery.

The Per Diem Committee, to whom this matter was referred at last meeting, reported as follows:

To the Central Association of Railroad Officers,
Toledo Division.

Gentlemen: In the case submitted to your Committee, i. e., "H. V. Ry. delivers a car to the W. & L. E. Ry. for National Malleable Castings Company on the W. & L. E. Ry., and on arrival at National Malleable Castings Company, they refuse the car and owner orders it reconsigned to Baker Bros., on the M. C. R. R., at Wagon Works."

The Per Diem Committee decides that the H. V. Ry. shall pay the W. & L. E. Ry. one day intermediate and the M. C. R. R. four days terminal reclaim.

In this case the W. & L. E. Ry. Agent shall write a letter to the M. C. R. R. Agent, stating the facts, including names of consignee and consignor, sending a copy to the H. V. Agent.

In regard to extra switching charge or reconsigning charge, the Committee feels it has no jurisdiction, these being questions to be determined by the Traffic Department of the roads interested.

Respectfully submitted,

(Signed) G. H. Waldo,
W. T. Wolff,
F. P. Barr,
Per Diem Committee.

On motion of Mr. G. H. Waldo, duly seconded, report was received and adopted.

Carding of Trap Cars.

The Secretary reported that the Toledo Local Freight Agents' Association, to whom this matter was referred March 12, 1908, had appointed a Committee on the matter of carding of trap cars and will report later.

Switching Charge Allowed on Bad Order Cars Containing Bituminous Coal.

The Executive Committee, to whom this matter was referred, reported as follows:

We are of the opinion that the Switching Tariffs should govern as far as relates to the handling of

the cars via intermediate line or lines; this charge to be in addition to the \$1.00 paid receiving line.

We are also of the opinion that the rule should be amended, so as to make it perfectly clear as to the switching charge that should be made by intermediate lines.

(Signed) R. S. Quigley,
J. C. Sullivan,
Executive Committee.

On motion of Mr. T. A. Sweeney, seconded by Mr. W. T. Wolff, this report was ordered submitted to letter ballot.

The Secretary read the minutes of the Standing Committee on Interchange Car Inspection for meeting held April 1908.

Mr. W. T. Wolff: I move that these minutes be referred to a Committee of three to be appointed by the Chair to analyze them, and make recommendations at next meeting.

Motion duly seconded and carried.

The Chair appointed Messrs. H. E. Speaks, J. R. Horgan and J. C. Sullivan.

Rule 6 of the Code of Switching Reclaim Rules.

Mr. G. H. Waldo called the attention of the Association to the word "immediately" in Rule 6 of the Code of Switching Reclaim Rules, and offered the following resolution:

Be it resolved, That it is the sense of this Association that the word referred to, "immediately," Rule 6, shall mean within twenty-four (24) hours from date car is received; and if notice is not given within twenty-four (24) hours, reclaim shall be allowed only from date of notice. Adopted April 9, 1908.

This resolution was seconded by Mr. W. T. Wolff and ~~ad~~ adopted.

Entertainment of the American Association of Local Freight Agents' Associations by the Toledo Local Freight Agents' Association in June, 1908.

Mr. G. W. Dennison, Agent of the Pennsylvania Company, stated that the Toledo Local Freight Agents' Association is to entertain the American Association of Local Freight Agents' Associations in June, 1908, and that it will require about \$1500.00 for this entertainment, asking the cooperation of the Central Association of Railroad Officers, Toledo Division, in this matter.

Mr. J. J. Bernet: I move that it is the sense of this Association that Mr. G. W. Dennison as General Secretary of the American Association of Local Freight Agents' Associations, address a letter to the proper officials of the various roads entering Toledo, laying the matter before them and make application for funds direct to such officials, with the recommendations of this Association.

Motion seconded by Mr. T. A. Sweeney and carried.

On motion adjourned.

T. B. FOGG,
President.

H. M. ELLIOTT,
Secretary.

PEORIA DIVISION.

Proceedings of Regular Monthly Meeting held in Room 18, Union Depot
Peoria, Ill., Tuesday, April 21st, 1908.

Meeting convened at 9:35 a. m. President Russell in the
r.

Representation:

I. & S. F..... Not represented.
k A..... W. B. Causey..... Superintendent.
k N. W..... W. D. Beck..... Superintendent.
3. & Q..... Not represented.
2. I. & P..... H. I. Battles..... Gen. Agent.
2. I. & P..... F. W. Rosser..... Trainmaster.
2. & St. L..... D. C. Frederick..... C. S. A.
2. & St. L..... A. L. Rossetter... Supt. Mo. Power.
2. & W..... Not represented.
Central P. Laden..... Superintendent.
a Central Not represented.
ria Railway Term'l.. Not represented.
k P. U..... Wm. Hassman..... M. M.
k P. U..... Geo. Walliser Superintendent.

Peoria & Eastern.....R. R. Harris.....Car Ac
Peoria & Eastern.....M. A. Neville.....Superintende
T. P. & W.....S. M. Russell.....Superintendent
VandaliaF. L. Campbell.....Superintendent
VandaliaH. C. Johnson.....E. M. W.

Visitors: C. A. Brown, Agent, P. & P. U., M. Voorhies,
General Foreman, C. R. I. & P.

Minutes of March meeting were approved without reading.

State and Interstate Laws Relating to Hours of Service of Train Crews, Operators and Extra Brakemen.

Discussion of this subject lasted 45 minutes, and on motion was continued on the docket.

Charges for Transfer.

Secretary: Subsequent to the last meeting letter ballot was requested on the following resolution: "That the schedule of charges as adopted be amended to read as follows 'Actual cost of transfer plus ten percent with maximum as per schedule.' " Those voting in favor of the amendment are: Ill. Central, C. R. I. & P., L. E. & W., C. & A., T. P. & W., C. P. & St. L., Vandalia, Peoria & Eastern and C. B. & Q. Nine. Those against adoption: C. & N. W. and P. R. T.

The P. & P. U. advise, "The schedule for transfer of car lot freight was passed upon by the Executive Committee of this Company and fixed charges made. Therefore, this Company shall not consistently vote."

The A. T. & S. F. ask for further information, while the Iowa Central ask, "What is the ten percent for?"

Secretary: The P. & P. U. Executive Committee say the actual cost should govern, excepting in the case of shingles and flour, for which a stipulated charge, shingles \$3.00 per car, flour and other mill products in sacks or barrels, \$1.75 per 60,000 pound capacity car and ten percent per 10,000 pounds additional. The schedule recommended is practically in keeping with the P. & P. U. Executive Committee's schedule.

Mr. Battles: I don't see where the P. & P. U. comes in. We deliver all cars to the C. P. & St. L. or other tenant line, and the P. & P. U. as Agent for the tenant line, actually performs the service. The lines can agree to charge each other so much per car, regardless of their agreement with the P. & P. U. We often transfer a carload at an expense of \$6.00, and if our schedule was \$5.00 for this commodity, we would lose \$1.00. We voted in favor of the amendment on the basis of figures which showed we were coming out whole in the long run, basing our vote on about a year's business.

Mr. Neville: We figured it out, and on one year's business there is little difference between the actual cost and the schedule adopted.

Mr. Beck: If that be the case, what benefit is the schedule?

President: The idea was to obtain intelligent knowledge as to actual cost.

Mr. Beck: I assume that the Committee making the schedule placed it high enough to be safe.

Mr. Battles: The present mode of charges makes it necessary to go into detail to justify a bill for transfer. Some bills look high, and on investigation we find circumstances justifying the bill. This schedule will do away with questioning bills for this service.

Mr. Beck: In other words, the schedule is to relieve ourselves of work and worry.

Mr. Campbell: Some of the transfer charges are excessive; the cause I don't presume to know. I do know, however, that all worry over transfer charges at St. Louis was removed by the adoption of practically the same schedule as we have adopted here, and I believe we should get in line.

Mr. Beck: Your laborers are not long in finding what the schedule for transferring certain commodities is, and unless they are watched they will loaf on the job, just so they perform the service within the schedule.

Mr. Battles: The incentive would be for the roads to exert themselves and make money.

Secretary: You overlook the fact, Mr. Battles, that the resolution is, "actual cost with maximum as per schedule."

Mr. Battles: My opinion is it will be maximum most of the time.

Mr. Harris: We have had experience at East St. Louis, both with and without the schedule, and I know our bills are more reasonable where schedule exists. At some of our smaller points where we have no schedule, the prices charged are unreasonable.

Chairman: The Iowa Central gave notice that they would not be bound by the schedule, insisting upon the actual cost, and the amendment is in order to get the Iowa Central in on it.

Mr. Beck: The Northwestern will change their vote to Yes with that explanation. I move the matter be carried over, and again taken up with the Iowa Central and the P. R. T.

Seconded and carried.

Coal Consumption Per Ton and Car Mile.

President: The P. & P. U. coal, so far as our line is concerned, we find is improving.

Mr. Causey: They must be using some C. & A. coal. (daughter.)

Mr. Campbell: I would like to ask how many roads we firemen riding over their line to instruct engineers to economize on fuel.

Mr. Causey: The C. & A. have traveling firemen.

Mr. Beck: The C. & N. W. have traveling firemen also, but they have various other duties.

Subject was continued on the docket.

Joint Service and Improvements on P. & P. U. Ry.

Chicago, April 18, 1908.

A. J. Elliott, Secretary,

With reference to the subject of Joint Yard and Train tracks at Peoria, please be advised that the Committee has report in this connection that it seems particularly advisable to recommend such joint service, for the reason that should mean decreased expenses for all roads, including P. & P. U., and with proper supervision, more efficient service, and would without question reduce many of the present annoying and aggravating delays which occur to passengers and records in that terminal, because of the multiplicity of hands through which they seem to pass. All of this, say nothing of the annoyances of many features which would seem unnecessary to dwell upon at this time.

There seem to be several files out on this subject, however, and possibly the Committee is in error in reporting on same.

Respectfully,

N. D. Ballantine,
M. A. Neville,
P. M. Feeley,
G. H. Bremner,
W. D. Beck.

Secretary: We have heard from the majority of tenant lines, as well as the P. & P. U., and they are quite favorable to giving the joint yard and train clerks a trial.

Mr. Campbell: I hope there will be a reduction in the expense, although the P. & P. U. do not mention it.

Mr. Walliser: We can not at this time even approximate the expense.

Mr. Brown: It is all according to what you want done, what information you require, etc.

President: It is the feeling of the P. & P. U. that they can handle the proposition with the same employes they have now.

Mr. Brown: There is no question but what it can be done a great deal cheaper than it is being done now. We have eleven yard clerks and several other clerks doing yard work. I can not say how many additional clerks it will take, but my opinion is it will be very few.

Mr. Beck: Would the joint yard and train clerks assist in getting waybills across town?

Mr. Campbell: I should think this would come under messenger service.

Mr. Walliser: It would still be necessary for waybills to be handled through the local offices on account of the record necessary, extension of rates, etc.

Mr. Frederick: The joint yard clerks would mark and check trains arriving and assist in getting trains out of town.

President: Under the present arrangement of making up trains, some at East Peoria and some on this side of the river, joint yard clerks would be a material assistance and would perform service that the individual roads can not do with their present force.

Mr. Beck: I move the Secretary write the local Agents' Association for their view of the subject, asking what the service now requires and how much saving there would be under a joint arrangement.

Seconded and carried.

Trains Delayed by Engine Failures.

Mr. Campbell: We have had no engine failures in the last thirty days on the Vandalia.

Mr. Voorhies: Does any member find the 9½ inch air pumps failing? On the Rock Island we find there is fifty per cent more work on pumps than a year or so ago. With only 35 cars of air in a train the 9½ inch pump could keep the train tight, but now we often have 70 cars of air, and with a few leaks on the train the pump fails.

On motion this subject was carried over.

Transfer of Coal at Peoria.

Chicago, April 20, 1908.

A. J. Elliott, Secretary,

Dear Sir: With reference to the matter of transferring coal at Peoria, question being asked on January 24th, "Would it not be advisable to notify Connecting Line of the necessity of transfer so that opportunity might present itself to Receiving Line for disposition of contents of such car?" Would you advise that the Committee's recommendation is to the effect that there should be no change in the Rule; this for the reason that the additional switching incident to the holding of such cars while Receiving Line is notified and obtaining position, does not appeal to us; and if it should be determined at a later date that such notification is absolutely necessary, then our judgment is that holding line should be properly reimbursed for the additional work and delay.

Respectfully,

A. L. Rossetter,

H. I. Battles,

W. D. Beck,

Committee.

Mr. Battles: I move the Committee's report be accepted and the Committee discharged.

Seconded and carried.

Mr. Frederick: Mr. Schaff served notice at the last meeting that the C. P. & St. L. would not pay for transferring coal at Peoria, unless notified of the necessity for transfer so local disposition might be arranged for.

President: Our rules require notice in writing, and Mr. Schaff's verbal notice can not be accepted as binding.

Mr. Battles: Car inspectors examine billing, and should know when a car is delivered if there is any possibility of it being transferred. Inspectors know when a car is overloaded, and the 600 pound case referred to by Mr. Schaff is not a criterion.

Per Diem Reclaim Rules.

Secretary: The vote on these rules is as yet incomplete.

President: We will carry this subject over.

Annual Meeting of General Association.

Secretary: I have information in regard to the annual meeting which has not been presented to the Committee, but I think it is entirely proper to say that the Committee is at work and are anticipating a successful entertainment. This Division is not responsible for the business program.

Reclaim Time on Grain.

Secretary: I have a letter from Mr. Russell asking the withdrawal of this subject from the Association's consideration, and as they are the originators, I assume that their request should be complied with. No objection.

Changes in Rules.

Secretary: The new rules are being held in abeyance awaiting the adoption of the reclaim rules, which is as per your order, and the Committee will therefore simply make a progress report and hope to bring in the rules for your consideration at the next meeting.

Interstate Commerce Commission.

Letter from O. G. Fetter, advising that the Interstate Commerce Commission had been placed on the mailing list or copies of the proceedings, their reason for request being that our proceedings contained current information on railway problems, and that it is the object of the Commission to make its library the most complete collection of railway publications in the country; for consultation by members of railway organizations; and in case of loss by fire, the Commission has in the past supplied duplicate issues to various organizations.

Grain Doors.

Secretary: I have a letter from the Central Freight Association (reads same) enclosing copy of letter from Burlington Elevator, in regard to inferior grain doors.

Mr. Neville: I move the communication be referred to the Committee on equipment.

Seconded and carried.

Team Track Labor.

Chicago, April 18, 1908.

Mr. A. J. Elliott, Secretary,

With reference to the request that the Transportation

Committee investigate and report as to the desirability of furnishing team track labor in the Peoria Terminal and elsewhere, please be advised that the Committee has to report that it would be improper for us to enter into an arrangement of this character, and our recommendation is to the effect that the practice should not be encouraged in any fashion.

Respectfully,

N. D. Ballantine,

M. A. Neville,

F. M. Feeley,

Geo. H. Bremner,

W. D. Beck,

Transportation Committee.

Mr. Neville: I move the Committee's report be approved.

Seconded and carried.

Liquids Leaking.

Secretary: I have circular letter from Mr. J. R. Cavanagh, enclosing copy of letter from General Secretary Fetter, regarding loaded cars in a leaky condition. (Reads same.)

Mr. Beck: I move the communication be referred to the Equipment Committee.

Seconded and carried.

Information Committee.

President: As a matter of information to the members I believe we should have a Committee whose duty it is to report at each meeting items of interest appearing in various papers and railroad publications. Such a system would keep us constantly advised of what is going on in the railway publication world. I know of various Railway Associations

hat do this, and it bears very good fruit. They can call our attention to articles and where they can be found, and we can read them or not, just as we like. The Committee on nominations could handle this very easily.

Mr. Beck: I move we place this duty on the nominating Committee.

Seconded and carried.

Sunday Work at Peoria.

Mr. Beck: To me it appears that our Peoria representatives are somewhat asleep between 6:00 p. m. Saturday and 6:00 a. m. Monday. I think each line should keep going Sunday, and I move that the Secretary write the local Agents' Association, asking what is practice of each line in regard to Sunday work and suggestions as to car and waybill movements between Saturday evening and Monday morning.

Seconded and carried.

Adjourned 12:10 p. m.

A. J. ELLIOTT,
Secretary

S. M. RUSSELL,
President.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the
Central Association of Railroad Officers, held in the Railroad Branch
Y. M. C. A. Building, Friday, April 10th, 1908.**

The meeting was called to order at 10:30 a. m., with President Downing in the chair.

The representation was as follows:

B. & O. S-W. R. R.....	J. R. Sanford.....	Trainmaster.
B. & O. S-W. R. R.....	J. B. Grice.....	Agent.
C. B. & Q. R. R.....	Not represented.	
C. & E. I. R. R.....	Not represented.	
C. & A. R. R.....	W. B. Causey.....	Superintendent.
C. C. C. & S. L. Ry.....	Hadley Baldwin ...	Superintendent.
C. C. C. & S. L. Ry.....	R. R. Harris.....	Car Accountant.
C. P. & St. L. Ry.....	W. L. Rossetter.....	S. M. P.
I. C. R. R.....	R. O. Wells.....	Agent.
L. & N. R. R.....	Not represented.	
M. K. & T. Ry.....	Not represented.	
Mo. Pac. Ry.....	J. W. Dean.....	Supt. Terminals.
M. & O. R. R.....	Not represented.	
Rock Island	H. L. Reed.....	Superintendent.

St. L. & S. F. R. R..... Not represented.
St. L. S. W. Ry..... C. F. Bigelow..... Agent.
Southern Ry C. M. Hoffman.... Master Mechanic.
St. L. & B. E. R. R..... Not represented.
St. L. T. & E. R. R..... Not represented.
St. Louis Transfer Co... Not represented.
St. L. Nat'l Stk. Yds.... J. H. Hohl..... Supt. Terminals.
St. L. & O'Fallon Ry.... Not represented.
L. & M. R. R..... Not represented.
T. St. L. & W. R. R..... J. F. Clement..... Superintendent.
T. St. L. & W. R. R..... J. M. Kelley..... Supt. Terminals.
T. R. R. A..... J. J. Coakley..... Superintendent.
T. R. R. A..... W. T. Aylesbury... Car Accountant.
T. R. R. A..... J. J. O'Brien..... Supvr. Car Dept.
Vandalia R. R..... W. C. Downing..... Superintendent.
Wabash R. R..... J. E. Taussig..... Supt. Terminals.
Wiggins Ferry Co..... Chas. Burlingame .. Superintendent.
Central Association Chas. Waughop..... Chief I. Inspr.

Chairman: Have we a quorum?

Secretary: We have.

Chairman: The minutes of the previous meeting will stand approved, unless there are some objections.

No objections.

Death of Mr. R. D. Miller.

Chairman: If there is no objection, we will waive the usual order of business, and have Secretary read the resolution offered by Mr. Coakley.

Whereas, It has pleased the Almighty God in His superior wisdom to remove from our midst, Mr. R. D. Miller, deceased, Superintendent Terminals of the Chicago & Eastern Illinois Railroad Company, and

Whereas, His competent and honorable service in the railroad business in and about St. Louis was so conducted that his death causes a distinct loss;

Resolved, That we, the members of the St. Louis Division of the Central Association of Railroad Officers, sincerely lament the sudden removal from among us, one possessing such qualities of mind and heart as to make him beloved by all. He was a capable official, a genial companion and a true friend.

Be it resolved, That this Association extend to his family its sympathies for the great loss they have sustained, and commend them to Him who alone is able to sustain them in their affliction, and

Be it further resolved, That this resolution become a part of the minutes of this Association, and a copy forwarded to the bereaved family.

(The President and the Executive Committee in behalf of the members, purchased a suitable floral design as a token of the high esteem held for Mr. Miller.)

Chairman: Gentlemen, you have heard the resolution.

Mr. Taussig: Move it be adopted.

Carried unanimously.

Secretary reads:

Central Association of Railroad Officers,
Office of the General Secretary.

Cincinnati, O., March 17, 1908.

To all Secretaries:

At the request of the Secretary of the Interstate Commerce Commission, and with the authority of the President of this

association, Mr. J. W. Mulhern, I have arranged to supply the Interstate Commerce Commission with copies of the monthly proceedings of this Association.

Upon the receipt of the request from Secretary Moseley for the printed proceedings, I asked him for what purpose he desired same, and he replied in part as follows:

The Commission is desirous of securing copies of all publications relating to transportation upon the theory that in order to keep in touch with current railway problems it is necessary to secure the current literature upon the subject.

It is the further object of the Commission to make its library the most complete collection of railway publications in this country.

Such publications as yours are especially desirable, because they represent a class of publications which is difficult to secure, especially back issues. These publications are often consulted here by members of the various railway organizations who visit the city, and in some instances the Commission has supplied duplicate issues to various organizations which have had their files destroyed by fire.

It is believed that it will be a matter of great satisfaction to these organizations to know that bound files of their proceedings are to be found in the library of the Commission.

The above is given you at the suggestion of President Mulhern, who thought that it might be well that the members should be informed that a copy of the proceedings of the association will be on file in the office of the Interstate Commerce Commission at Washington, D. C.

Yours very truly,

O. G. Fetter,
General Secretary.

Mr. Burlingame: I move that the communication be filed.

Mr. Taussig: Second the motion.

Carried.

Handling of Perishable Freight in Cold Weather.

Secretary: We are still waiting to hear from the Managers' Association on this subject.

Supervision of Scales by Merchants' Exchange.

Secretary: This matter is still in the hands of the Local Freight Agents' Association, who have not yet submitted report.

Result of Letter Ballot on Amending Rule 42.

Secretary submitted progress report, showing that one more affirmative vote was required to carry the measure, and that three lines had not yet replied, although they were requested to do so several times.

Resignation of Mr. F. L. Johnson.

Secretary reads:

Chicago, Burlington & Quincy Railroad Company.

St. Louis, March 21, 1908.

Mr. J. Rothschild, Secretary.

Central Association of Railroad Officers,
No. 212 Union Station, City.

Dear Sir: Owing to my removal from St. Louis, I herewith tender my resignation as member of the Association.

I have turned over to Mr. N. H. Young, my successor, papers in relation to grain door matters at St. Louis.

Thanking the Association for the cordial manner in which they have treated me, I am,

Yours very truly,

F. L. Johnson,
Superintendent Terminals.

Chairman: As per the usual question, we will accept Mr. Johnson's resignation, and I will appoint his successor as member of the Grain Door and Arbitration Committee after on.

Advertisements on Freight Cars.

Secretary reads:

The Wabash Railroad Company.

St. Louis, April 10, 1908.

Mr. W. C. Downing, President,

Central Association of Railroad Officers,

Terre Haute, Ind.

Dear Sir: I attach hereto a communication received from the St. Louis Refrigerator Car Company in regard to car cards which they are using on cars loaded at their Lemp Brewing Company's plant.

You will note that they have printed a fresh supply of the Wabash cards, and had them printed prior to receipt of the Chief Interchange Inspector's circular No. 33. You will note that they agree to conform to the resolution passed at the last meeting in printing a future supply of these cards.

I feel we should give a prompt reply to St. Louis Refrigerator Car people and, as far as the Wabash road is concerned, they are willing to waive request for defect card in such cases. I would recommend that we permit the St. Louis Refrigerator Car Company to use these cards for a period not to exceed thirty days.

Respectfully,

J. E. Taussig,
Chairman Interchange Committee.

Mr. Taussig: I think we should have given thirty days' notice to the various industries after the adoption of this resolution, so as to give them a chance to use up at least a portion of their old supply of cards and to order new cards of the proper dimensions. The American Railway Association gave thirty days' notice in adopting their rule, and I do not see why we should not do the same, therefore I move that this concern be permitted to continue using these cards for a period of thirty days.

Mr. Reed: I second the motion.

Carried.

Mr. Taussig: In this connection I think that the resolution adopted at the last meeting should be transmitted to every industry making carload shipments in St. Louis and East St. Louis through the Agents of the various railroads, giving them thirty days' notice to comply with the same.

Mr. O'Brien: I agree with Mr. Taussig as to the proper notification of the various industries, that they should have some advance notice, otherwise the lines on which these industries are located will be bothered in this manner right along. If possible to give thirty days' notice, we should do it.

Chairman: It seems to me if the Car Foremen and Inspectors have complied with these instructions, the industries should have been notified by this time.

Mr. Taussig: Car Foremen do not notify industries.

Mr. O'Brien: The proper procedure to notify industries is through the Agents, I think.

Mr. Wells: I would be in favor of having this notice issued through the Local Agents to the various industries located on their respective terminals, and have the same made effective June 1st. That will give them time to use up their present supply, and figure on complying with our rule after that date. I move to amend the resolution, making it effective June 1st.

Mr. Burlingame: Would it not be practicable as the inspectors remove these cards for the Chief Inspector in each case to take it up with the Agent of the line concerned, and have him in turn take it up with the industry, informing them that after June 1st they will not be allowed to use them.

Mr. Taussig: With the consent of my second, I withdraw my motion and move that the matter be referred back to the Interchange Committee for the purpose of framing up a proper form of notice.

Mr. Coakley: I second the motion.

Carried.

Report of Interchange Committee.

Secretary reads:

St. Louis, Mo., April 3, 1908.

Mr. W. C. Downing, President,

St. Louis Division,

Central Association of Railroad Officers.

Dear Sir: The Interchange Committee met this date at 10:00 a. m., in the office of the Chairman, the following being present: Messrs. J. E. Taussig, Chairman, J. E. Mechling, J. J. O'Brien, C. M. Hoffman and Chas. Waughop, Chief Inspector. Visitors: Ed. Butler, F. C. D., C. R. I. & P., and W. T. Cowsley, F. C. D., C. P. & St. L.

Vacancy Caused By Death of R. D. Miller.

Owing to the death of Mr. R. D. Miller, which we all deeply regret, it is incumbent upon the Association to elect his successor. Mr. Miller did not get an opportunity to attend a single meeting of the Committee, although we felt sure that he was going to make a very useful member.

Making Retrenchments in Interchange Inspection Expense.

The greatest part of the meeting was taken up in the dis-

cussion of this subject. The Subcommittee in their report recommended that no change be made in the present method of interchanging cars, expressing the opinion that it would be impracticable to revert to the old system of interchanging cars on record. Their report reads:

At a regular meeting of Car Foremen Association held at Y. M. C. A. Building, March 17th, the question of reducing the expense of the Joint Inspector's Office, embodied in letter from Mr. Rothschild, your Secretary, under date of March 10th, was taken up by all Car Foremen present at this meeting. This matter was thoroughly discussed by the members present, and by unanimous vote of all Foremen present, and was decided that it would be impracticable to run cars on record, and your Committee was instructed to recommend to the Interchange Committee that no changes be made in the Rules, and that the expense of the Joint Office can not be reduced. Therefore, after a thorough investigation by the Subcommittee, we find that running cars on record in these terminals would involve extra expense in the office of each Car Foreman, by putting on extra clerical force to look after the claims. We, therefore, recommend that no changes be made in the present system.

It was finally moved, seconded and carried, that the Chief Inspector himself, make a thorough investigation and report on the feasibility of installing joint inspectors at the various interchange points, and as to how the service could be improved with the retention of his present force of assistants, by preventing delay to cars under load awaiting personal inspection.

Extending List of Non-Cardable Defects.

The Subcommittee in a report recommend that Rule 48, List of Noncardable Defects, be extended to include the following items:

End and side moulding and facias not bolted on,
Queen post spreaders,
Dump door hooks,

Side and end door stops, not bolted, which are lost off under fair usage,

Three or less brake shoes and keys missing, instead of all brake shoes, as the Rule now reads.

It was the general opinion of the Committee that it is unwise to make so many changes in our rules at the present time, in view of the fact that the revised rules had only recently been published, and for that reason, upon motion made and carried, the recommendation of the Subcommittee was laid upon the table.

Interchange of Non-Air Brakes.

Due consideration was given to letter from Mr. Taussig on this subject referred to the Committee by the Association at its last meeting. Your Committee feels that the scope of Rule 41 should be broadened, in order to bring it more in line with the general practice throughout the country by making Section A read as follows, that being the recommendation which we beg to submit for your consideration:

A foreign empty car may be rejected on the order of the Chief Interchange Inspector, if the car is found by him to be in a generally worn out or wrecked condition as outlined in Master Car Builders' Rules 125 and 126, or if the car is not equipped with air brakes, except in cases where the car is returned to the original delivering line within ten days from date of delivery.

Cars Carrying Home Routed Cards.

The Subcommittee again submitted a recommendation to

modify the resolution adopted in May, 1907, page 51, with reference to cars carrying home route cards improperly filled out. They recommend that the words "joint evidence card" be stricken out, substituting therefor the words "defect card," which would make the resolution read as follows:

Resolved, That where any railroad does not conform with the M. C. B. Rules on home routed cars, showing the defects in detail existing on the car, that a defect card be furnished by the Chief Inspector covering the defects not shown on home route card, or that the car be rejected by the receiving line.

It was moved and carried that the amended resolution as suggested by the Sub-Committee, be tabled until such time as a new book of rules is printed.

Adjournment.

Various other matters pertaining to the interchange inspection of cars were discussed and disposed of.

The meeting adjourned at 1:00 p. m.

Respectfully,

J. E. Taussig,
Chairman.

Mr. Burlingame: I move that the report be accepted.

Mr. Hohl: I second the motion.

Carried.

Interchange of Non-Air Cars.

Chairman: You have heard the Committee's report on this subject. What is your pleasure? If there is no discussion, we will instruct the Secretary to submit it to letter ballot.

So ordered.

Chairman: There do not seem to be any other matters in the Committee's report that require discussion.

Controversy Between I. C., Wabash and T. R. R. A., Regarding a Claim.

Secretary: Following is report of Transportation Committee, to whom this case was referred for decision.

St. Louis, April 2, 1908.

Mr. W. C. Downing, President,

Central Association of Railroad Officers,

St. Louis.

Dear Sir: Your Committee on Transportation, to which was referred letter of Superintendent J. E. Taussig, under date of February 6th, concerning claim No. 43918, involving car No. 51855, Wabash, loaded with hay, during year 1903, begs leave to report that after a thorough perusal of the papers in the case, it has arrived at the conclusion that it is a freight claim matter, and should be settled along the lines of the Freight Claim Agents' Association rules.

Your Committee further reports that in its opinion it is dangerous to open up an avenue for the Central Association to be settling matters that properly belong to the Freight Claim Agents of the different lines, and for that reason reports back to the Association without any recommendation in this particular case, other than that it is not a proper matter for this Association to handle.

Respectfully,

J. J. Coakley,

A. E. Clift,

J. W. Dean,

Committee

Mr. Taussig: I would like to ask the Chairman of the Transportation Committee how he figures it out that this is not a Central Association matter. If the Central Association can not interpret their own rules, and wants the Claim Agents to do it, his position is well taken. If these papers are referred back to me, I will merely write our Freight Claim Agent that they can interpret our rules in any manner they see fit. As I remember it, the Freight Claim Agents of the three roads decided that the whole question at issue was one as to what constituted delivery of a car under Central Association Rules. I requested of the Association to decide whether the rules promulgated by the Association had been lived up to.

Mr. Coakley: This claim started with the Wabash using nineteen days to get the shipment from Des Moines, Iowa, to St. Louis, delivered it to the Terminal, who handled it in reasonable time to the Illinois Central, they setting it back account "No bill" about an hour and ten minutes afterwards, placing it on our connection. We took it out of there on account of the high water and put it on the storage track, where it stayed in the neighborhood of five or six weeks; delivered it back to the Illinois Central, and the claim was on account of the delay to the freight. On all such claims the Terminal has always taken the position that they were not liable and have been sustained by the courts. Therefore, I think it would have been proper for the Claim Agents to settle this case along the lines of their own rules. They also have an Arbitration Committee.

Chairman: (After some further discussion.) What is your pleasure; should we accept the report of the Committee?

Mr. Burlingame: I move that the report be accepted.

Mr. Hohl: I second the motion.

Carried.

**Report of Committee on Failure of Lines to Properly Close
and Seal Cars Loaded with Hay.**

Mr. Coakley, Chairman, stated that the Committee had done considerable work towards investigating this proposition, but was not ready yet to make its report.

Vacancy on the Interchange Committee.

Chairman: We will now proceed to elect a member to take the place of Mr. R. D. Miller, deceased, on the Interchange Committee.

Mr. Coakley: I nominate Mr. P. W. Conley.

Mr. Hohl: I second the motion.

Chairman: Any other nominations? None.

Mr. Taussig: I move that the nomination be closed, and that the Secretary cast the ballot.

Secretary: I have cast ballot in favor of Mr. Conley who stands elected.

Vacancy in Grain Door Committee.

Chairman: I will appoint Mr. Young, Mr. Johnson's successor, on this Committee. Mr. Johnson advises that he has already turned all papers over to him.

Vacancy on Arbitration Committee.

Chairman: Mr. Johnson's resignation also leaves a vacancy on this Committee, and I appoint Mr. W. B. Causey, Superintendent C. & A. R. R., to take his place.

Vacancy on Car Service Committee.

Chairman: I appoint Mr. W. T. Aylesbury member of this Committee to fill the vacancy caused by Mr. Miller's death.

New Business.

Responsibility for Delay to Live Stock.

Mr. Taussig asked for further interpretation of resolution adopted by the Association in June, 1907, reading as follows:

Resolved, That all through, billed stock will be delivered direct as billed in the absence of special instructions from the delivering line to deliver to Stock Yards at St. Louis or East St. Louis. Responsibility for extra switching, if any, or unloading charge on inbound movement to rest with the delivering line. Any loading expense or outbound switching to be paid by the receiving line.

He stated that he had two cars of stock going to a point on the L. & N., which missed their train by ten minutes, on account of the Terminal consuming about six hours and thirty minutes in making the delivery. He stated that he would like to have the views of the Association as to whether in such cases the delivering line should be held responsible.

Mr. Coakley, on the other hand, contended that the time consumed was reasonable under the circumstances, that the stock was delivered to the Merchants' Bridge, and that the L. & N. does not provide any receiving track for direct Merchants' Bridge deliveries, so that the car had to be handled from Grand Avenue on the Merchants' Bridge to the Stock Yards via the Eads Bridge.

Mr. Burlingame contended that Mr. Taussig should have received advance notice of the arrival of the stock in St.

Louis, ascertained from the L. & N. what time it would be necessary for them to have it, and then found out from the terminal whether or not they could handle it in that time. As it was, no advance arrangements were made. He thought that the intermediate lines should be held exempt from the responsibility if they gave the stock reasonably good handling.

This raised the point as to just what the switching lines meant by reasonably good handling.

Chairman stated that there should be an explicit interpretation of the resolution, and a better understanding as to the delivery of stock in general; that he had several similar cases in controversy.

There was considerable, although rather informal, discussion of this question, which finally resolved itself into an understanding between the Chair and Mr. Coakley, whereby the latter agreed to furnish the various lines, through the Secretary, a schedule of the amount of time required at various periods of the day, to handle live stock between the different roads, to enable the delivering line to determine whether or not it should be handled through as billed or sent to the Stock Yards.

Adjournment.

There being no further business, the meeting adjourned at 11:45 a. m.

W. C. DOWNING,
President.

J. ROTHSCCHILD,
Secretary.

KANSAS CITY DIVISION.

**Proceedings of the Regular Monthly Meeting of the Kansas City Division
of the Central Association of Railroad Officers held at 621 Shukert
Building, Kansas City, Mo., Monday, April 13th, 1908.**

The meeting was called to order at 2:30 p. m., by President Cummings, with the following representatives present:

A. T. & S. F. Ry.....	D. S. Farley.....	Superintendent.
A. T. & S. F. Ry.....	T. H. Sears.....	Superintendent.
C. & A. R. R.....	A. J. Isaacks..	Foreman Mech. Dept.
C. B. & Q. R. R.....	J. P. Cummings....	Superintendent.
C. G. W. Ry.....	E. B. McConahy.....	Gen. Agent.
C. M. & St. P. Ry.....	W. L. Richards.....	Superintendent.
C. R. I. & P. Ry.....	H. R. Saunders.....	Superintendent.
C. R. I. & P. Ry.....	Geo. McDonald....	Gen. Car Fore'n.
K. C. Southern Ry.....	C. C. Riley.....	Supt. Transportation.
M. K. & T. Ry.....	E. J. Lampert.....	Gen. Agent.
Mo. Pacific Ry.....	J. A. Somerville....	Superintendent
St. L. & S. F. R. R.....	J. G. Lorton.....	Superintendent.
Un. Pac. R. R.....	W. D. Lincoln.....	Car Service Agt.
Un. Pac. R. R.....	D. T. Crawford.....	Trainmaster.

Wabash R. R. J. E. Stumpf. Superintendent.
Wabash R. R. T. J. Jones. Trainmaster.
Wabash R. R. R. L. Milton. Agent.
K. C. Belt Ry. D. W. Rider. Superintendent.
K. C. N. W. Ry. J. A. Somerville. Superintendent.
L. K. & W. Ry. W. D. Lincoln. Car Service Agent.
Q. O. & K. C. R. R. Geo. E. Smith. Agent.
St. J. & G. I. Ry. C. E. Hedrix. Trainmaster.
Mr. F. W. Trapnell, Chief Interchange Inspector, Kansas City.

President: The proceedings of the March meeting have been printed and distributed. If there are no objections, they will stand as printed. There being none, it is so ordered.

Reports of Committees.

Revision of Rules.

The Committee on Revision of Rules appointed at the March meeting to revise the rules of this Division, and make a recommendation to the Association in regard to the rules carrying charges, made a partial report which was received and informally discussed. A motion was offered to the effect that the Chair appoint a committee to confer with the Local Committee of the Trunk Lines Association, and ask them to agree on definite uniform charges to be applied and incorporated in the tariffs of their respective roads.

President: I appoint the Revision of Rules Committee to confer with the Local Committee. The Secretary will communicate with Mr. Kimball, and request that he call a meeting of the Local Representatives of the Kansas City Roads at as early a date as possible.

Mr. Saunders: As chairman of the Revision of Rules Com-

mittee, I ask that the Chair appoint the A. T. & S. F. Ry. a member of the Revision of Rules Committee.

President: It is so ordered. The Secretary of the Association will also meet with the Revision of Rules Committee.

Handling Liquids in Tank Cars Leaking.

Secretary: As instructed at the last meeting, I wrote Mr. Warren P. Taylor, Secretary of the Freight Claim Agents' Association in regard to handling liquids in tank cars leaking, as follows: "The question of framing a rule covering the handling of Liquids in Tank Cars Leaking is before the Kansas City Division of Central Association of Railroad Officers. A committee was appointed in the January meeting to draft a rule to apply in Kansas City Terminals, and the following has been submitted:

When a shipment of liquids, with exception of oil or other inflammable material, is received in leaky condition, immediate action by 'phone, to be confirmed in writing, shall be given to the delivering line, and receiving line shall at once take measures to stop such leakage, making transfer if necessary, and ascertain by weighing, amount of loss up to such time; party at fault to be responsible for any expense incurred under this clause. Oils or other inflammable material should be returned at once to the delivering line.

After discussing the rule as submitted, a resolution was passed to the effect that the Secretary communicate with the Secretary of the Freight Claim Agents' Association, and ascertain what effect the rule would have if adopted, in the settling of claims for loss and damage, and what part of the responsibility would rest with the receiving line. Will you please advise?

Under date of March 19th, Mr. Taylor replied as follows:

"Referring to yours of 11th in regard to the proposed rule

covering the handling of liquids in tank cars leaking, now before the Kansas City Division of your Association, I beg to advise that the only rule we have covering loss of liquids is L. & D. Rule No. 10, which reads as follows:

When shipment of liquids arrives at junction point in leaky condition, delivering carrier shall ascertain exact loss, re Cooper package, show exact weight and deliver in good order to receiving carrier.

When subsequent loss occurs between such junction point and destination, such subsequent loss shall be charged to carrier or carriers beyond such junction point.

Any necessary division of loss under this rule shall be on mileage prorate.

In connection with which our Ruling R-1 is applicable and reads as follows:

A carrier receiving a shipment in bad order from another carrier and failing to re Cooper, shall assume the subsequent loss.

While not authorized to rule on such matters, my personal view is that the same principle as outlined in the above Rule and Ruling would apply to shipments of liquids in leaky tank cars."

Mr. Somerville: I move that the matter be referred back to the Committee for further consideration.

Mr. Saunders: I second the motion.

Carried.

President: The correspondence together with the report of the Committee is therefore referred back to the Committee, with the suggestion that they get information in regard to what industries in Kansas City are in position to transfer tank cars, cost of such transfer and cost of switching, and make a further report to the Association at the next meeting.

Mr. Farley: As Chairman of the Committee, I would like to ask that the C. R. I. & P. and Missouri Pacific be placed on the Committee.

President: On request of the Chairman of the Committee, I add the C. R. I. & P., and Missouri Pacific Roads on the Committee.

Method of Handling Per Diem Reclaim on Bills for Cost of Transfer.

Secretary: I was requested at the last meeting to communicate with the five roads who advised in letter ballot that they would not include per diem reclaim on bills for cost of transferring bad order cars, and ask them if for uniformity's sake they would not agree to abide by the rule.

They all replied that they could not comply on account of the rule being in conflict with the method of handling by their respective Accounting Departments, and would therefore be unable to comply with the rule. I have since been advised by the Rock Island that they will not abide by the rule. The vote now stands six for and six against the rule.

Mr. Farley: I move that on account of six of the lines having served notice that they will not comply with Section 5 of Article VII, that that part be eliminated from the rule entirely.

Mr. McConahy: I second the motion.

Carried.

Loading L. C. L. Freight at Industries.

Secretary: Under date of March 25th, Superintendent Somerville of the Missouri Pacific, wrote Mr. Cummings as follows:

I would respectfully call attention to Resolution No. 28 prohibiting loading of less car lot freight in cars at private industries for distribution Kansas City freight houses. Is not this Resolution inoperative on all lines?

For the Missouri Pacific I will say we have a tariff which covers this proposition and authorizes payment of switching on cars loaded to certain weight.

Will you not kindly submit this matter to Association for discussion at next meeting?

President: If there are no objections, the letter will be referred to the Revision of Rules Committee. There being none, it is so ordered.

Filing Proceedings with Interstate Commerce Commission.

Letter from General Secretary Fetter under date of March 17th was read advising that hereafter a copy of the printed proceedings of all Divisions will be sent to the Secretary of the Interstate Commerce Commission for file.

Section I of Article VII.

Secretary read following letter from Superintendent Somerville:

“Will you kindly present to the Association at next meeting for consideration, the question of last paragraph of Section I, Article VII, Rules of Interchange, reading as follows:

Cars, including non-air cars, containing transferable freight are to be transferred on request of the delivering line at expense of the receiving line.

From our point of view it would appear that delivering line, if they desired to prevent continuous and prompt move-

ment of shipment from their line destined to points on other lines, in order to retain equipment on their own line, should take up themselves the burden and expense of transfer, receiving line to furnish equipment as ordered."

On motion same was referred to the Revision of Rules Committee.

Hour for Closing Freight Houses for Reception of Packing House Products.

Secretary: Mr. Farley of the Santa Fe writes the following under date of April 8th:

Will you please bring up for discussion at the next meeting, question of earlier delivery of L. C. L. packing house products at freight houses? This matter was brought up and discussed, I believe, before your Association some two years ago, and at that time it was desired to make the receiving hours on perishable freight 3:30 instead of 4:30, as is now the rule.

Mr. Rider: I move that the communication be referred to the Revision of Rules Committee.

Motion seconded, put to vote and carried.

Charge for Switching Cars Rejected by Elevators Account Not Fit for Loading.

Mr. Lincoln: I have the following resolution to offer with recommendation that it be referred to the Revision of Rules Committee:

The regular switching charge will be made on all empty cars delivered to a switching line for loading at elevators or industries, when such cars have been rejected by elevators or industries on account of same

not being in condition to load. Switching line to inspect for safety appliance defects and running gear only.

President: If there are no objections, it is so ordered.

Report of Auditing Committee.

The accounts of the Association were checked on the 7th of the month, and report rendered as follows:

Kansas City, April 7, 1908.

To Members of

Central Association of Railroad Officers,
Kansas City Division.

The Auditing Committee for 1907-8 have examined the accounts of Mr. J. H. Ashley, Treasurer, covering the period from May 15, 1907, to April 7, 1908, and find same to be correct, and respectfully submit the following report:

STATEMENT.

Debit.

Working Fund	\$ 625.27
Unpaid Vouchers	537.11
	<hr/>
	\$1162.38

Receipts and Debits.

Cash in Bank, May 15, 1907	\$283.70
Uncollected Bills (Assessments against members for for expenses May 15, 1907, since paid)	568.30
Assessments against members for expenses May, 1907, to March, 1908, inclusive:	

May, 1907.....	\$464.07	
June	438.00	
July	642.57	
August	597.54	
September	471.29	
October	469.75	
November	498.78	
December	555.72	
January, 1908	529.54	
February	514.52	
March	537.11	
		5718.89
Unpaid vouchers April 7, '08, No. 697 to 710 inclusive	537.11	
Interest of deposits, July, 1907.....	\$1.97	
December, 1907,	2.20	4.17
		<hr/>
		\$7112.17
Certified Bank Balance, April 7, 1908,	\$ 339.91	
Less outstanding checks, No. 332, \$5.00, No. 342, \$5.00, 10.00		
		<hr/>
		\$329.91

Credit.

Uncollected Bills	\$ 790.81
Cash in Bank	329.91
Cash on Hand	41.66
	<hr/>
	\$1162.38

Disbursements and Credits.

Unpaid vouchers as of May 15, 1907,	\$ 226.73
Vouchers issued in payment of expenses May, 1907, to March, 1908, inclusive:	
May, 1907.	\$ 464.07
June	438.00
July	644.54

August	597.54
September	471.29
October	469.75
November	498.78
December	557.92
January, 1908,	529.54
February	514.52
March	537.11

\$5723.06

Uncollected Bills as follows:

No. 1285 Mo. Pac. January, 1908...	\$ 42.48
No. 1297 C. G. W., February.....	41.65
No. 1299 C. R. I. & P., February....	41.66
No. 1301 M. K. & T., February....	41.66
No. 1302 Mo. Pac., February.....	41.66
No. 1303 St. L. & S. F., February..	41.66
No. 1307 K. C. N. W., February....	2.93
No. 1311 to 1327 inc. March, '08..	537.11

790.81

Cash in Bank April 7, 1908.	329.91
Cash on hand K. C. S. Vo. 492. March, 1908,	41.66

\$7112.17

Mo. Pac. Ry. Co. by W. J. Cartall,
A. T. & S. F. Ry. Co. by A. J. Maxwell,
C. B. & Q. R. R. Co. by C. B. Berntsen,
Chairman.

President: If there are no objections, the report will be incorporated in the minutes of this meeting. It is so ordered.

Interchange Inspection.

Report of Standing Committee.

Proceedings of monthly meeting of Standing Committee

on Interchange Inspection, held at office of the Secretary, Tuesday, April 7, 1908.

The meeting was called to order at 10:00 a. m., by Chairman Wilber, with the following members present:

A. T. & S. F. Ry.....	P. F. Kennedy.....	Car Foreman.
C. B. & Q. R. R.....	G. S. Wilber.....	Gen. Foreman.
C. R. & I. P. Ry.....	Geo. McDonald.....	Gen. Foreman.
C. & A. R. R.....	A. J. Isaacks..	Foreman Mech. Dept.
Mo. Pac. Ry.....	W. C. Smith.....	Master Mechanic.
St. L. & S. F. R. R.....	*John Forster.....	M. M.
Union Pacific R. R.....	C. L. Peebles.....	Gen. Foreman.

*Represented by Mr. C. V. Babcock.

Mr. F. W. Trapnell, Chief Interchange Inspector, Kansas City, Mo.

Visitors: Mr. J. A. Somerville, Superintendent, Mo. Pacific Ry., Mr. C. H. Lembke, Car Inspector, Mo. Pacific Ry.

Minutes of last meeting read and approved.

The Chief Interchange Inspector's monthly report of business handled during March, 1908, was read, showing large increase in number of cars handled as compared with last year, also the preceding month.

The Chief Interchange Inspector reported that Assistant Inspector Robertson was called to Canada during last month on account of death of his brother, and during his absence an extra inspector was employed to do his work, and recommended that Mr. Robertson be allowed his salary during the five days he was absent, amounting to \$13.75.

On motion, duly seconded, the Committee authorized the allowance of the five days' salary referred to.

Under date of March 11th the following letter was referred to the Standing Committee by the Central Association of Railroad Officers:

At the last meeting of the Central Association of Railroad Officers, the Chicago Great Western submitted the following case and asked for ruling: A line delivers a tourist car to another line at Kansas City, and the receiving line was obliged to ice, water, and fill lamps before forwarding, which caused delay to the receiving line. The receiving line is of the opinion that the delivering line should have supplied the car with ice, water, etc., before delivery. The car in question was in service.

A resolution was adopted by the Central Association that the matter be referred to the Standing Committee for opinion and recommendation to the Association.

It was the recommendation of the Committee that the receiving line should do the coaling, icing and watering of passenger equipment.

Correspondence with reference to Chief Interchange Inspector furnishing rebuttal transfer order covering C. & A. car 6620 and M. & O. 3592 in controversy between the Chicago & Alton and Union Pacific Roads, was read and discussed, and on motion, duly seconded, the Chief Interchange Inspector was requested to issue rebuttal cards covering the cases in question.

There being no further business, the meeting adjourned.

G. S. Wilber,
Chairman.

J. H. Ashley,
Secretary.

Mr. Somerville: I move that the minutes of the Standing Committee meeting be approved.

Motion seconded, put to vote and carried.

Charge for Transferring a Car of Cranberries.

Mr. Farley: Our rules provide that a charge of \$5.00

may be made for transferring perishable freight not otherwise specified in the list. My office made a bill for \$5.00 for transferring a car of cranberries, and it came back with advice that the charge was too high,—that we should have billed for the actual cost of transferring. I find that there is a provision made that bills should be made for actual cost.

Mr. Saunders: Inasmuch as the rules are in conflict, I move that the matter be referred to the Revision of Rules Committee.

Mr. Farley: I second the motion.

Carried.

Correcting Action Taken at February Meeting.

Mr. Somerville: In the February meeting the report of the Standing Committee was approved by the Association. Inasmuch as that report carried with it a change in the rules, I do not believe that action should stand.

Secretary: The report of the Standing Committee was intended to be only an interpretation, and not a change in Article VII, Section 2.

Mr. Somerville: I move that the action of the Association at February meeting with reference to report of the Standing Committee be rescinded.

Motion seconded, put to vote and carried.

President: If there are no objections, the matter will be referred to the Revision of Rules Committee.

There being no further business, the meeting adjourned.

Date of next regular meeting, May 11, 1908.

List of Roads Giving Notice of Non-compliance with Certain Rules.

Per Resolution Adopted March 12, 1906.

Interchange Inspection Agreement: K. C. Belt Ry., L. K. & W. Ry., K. C. N. W. R. R., Q. O. & K. C. R. R., and St. J. & G. I. Ry.

Resolution No. 7, Charge for Special Switch: C. B. & Q. R. R.

Resolution No. 14, Cars Run by Elevators: C. B. & Q. R. R., C. M. & St. P. Ry., and C. R. I. & P. Ry.

Resolution No. 15, Cars Partly Loaded and Switched to Finish Loading: C. M. & St. P. Ry.

Resolution No. 23, Car Rental: C. M. & St. P. Ry.

Resolution No. 28, Loading L. C. L. Freight at Industries Prohibited: Mo. Pac. Ry.

Resolution No. 32, Allowance to Elevators for Grain Doors: C. G. W. Ry.

J. P. CUMMINGS,
President.

J. H. ASHLEY,
Secretary.

LOUISVILLE DIVISION

**Proceedings of Regular Monthly Meeting of the Central Association of Railroad
Officers, Louisville Division, held at the office of Secretary, 701
Columbia Building, April 13th, 1908.**

The President called meeting to order at 2:20 p. m.,
the attendance being as follows:

B. & O. S-W.....	J. C. Hagerty.....	Superintendent.
I. C. R. R.....	A. H. Egan.....	Superintendent.
P. C. C. & St L.....	B. W. Taylor.....	Superintendent.
L. H. & St. L.....	L. J. Irwin.....	Gen'l Supt.
L. & N. R. R.....	J. B. Arbegust.....	Trainmaster.
K. & I. B. & R. R.....	T. H. Hayden.....	Trainmaster.
I. C. R. R.....	J. C. Maus.....	Traveling Car Agt.

Reading of Minutes.

On motion, minutes of the last meeting were approved
as printed.

Unfinished Business.

A circular letter from Mr. Cavanagh, regarding "In-
terchange Cars loaded with Liquids" was read. Inas-

much as this matter is in the hands of a special Committee, the Secretary was directed to refer the correspondence to this Committee and ask them to make a report at the next meeting of the Association.

New Business.

A letter from Mr. M. L. Akers, Division Freight Agent, Chesapeake & Ohio Railway Company, was read, suggesting consideration of a patent grain door, and proposing that it be exhibited to the members at one of their meetings. It was the sense of the Association that it would be useless to consider the subject, the matter of grain doors being handled entirely by the Mechanical Department of the respective roads.

Mr. Hagerty brought up the subject of "Loading and unloading freight taking carload rate, either on team tracks or through freight houses." The Secretary was directed to take the matter up with each Local Agent in this terminal, and ascertain the practice prevailing at the present time and report at the next meeting.

Mr. Irwin and Mr. Hagerty were appointed a Committee to draft resolutions on the death of Mr. C. J. Klein, Superintendent Terminals, of the L. & N. R. R. Co., who has been a member of this Association for many years.

Resolution.

The Central Association of Railroad Officers learning with sincere sorrow of the death of one of their number, the late C. J. Klein, desire to place on record this testimonial of their esteem for him, as a man and as a fellow-worker. His fidelity to duty finds ample testimony in the forty years service devoted to the L. & N. R. R. Co., giving to the work assigned him, during that exceptionally

long period, the energy and earnestness of his best manhood. His position as a member, as well, of this Association of which he was for awhile an officer, and which position he creditably filled, furnish further evidence of a man faithful and efficient in the discharge of duty.

We, therefore, gladly testify to him as a man who tried to do his duty to the best of his ability. With faithfulness to duty, he combined one of the necessary qualities of a strong manhood, a kind and generous heart, ready to respond to the needs of his fellow-man.

To the members of his household, we extend our very sincere sympathy in their bereavement, commending them to the care and protection of Him who has graciously revealed Himself in Christ as the God of the widow and the Father of the fatherless.

Meeting adjourned 3:50 p. m.

J. C. LOOMIS,
Secretary.

B. W. TAYLOR,
President.

arranged, upon authority of the President, Mr. Mulhern, to supply the Interstate Commerce Commission with a copy of the published proceedings of the Central Association of Railroad Officers.

It was moved and seconded that the Secretary write the President of the Association, and ask him what action the various Divisions were taking, and by what authority he agreed that this information be given the Interstate Commerce Commission, and it was the sense of the Meeting that unless there was some good reason from his standpoint, and that this Division does object.

Cars in Leaky Condition.

Letter was read from Mr. J. R. Cavanagh, S. F. T., C. C. C. & St. L. Ry., dated March 23rd, and from Mr. O. G. Fetter, dated March 11th, relative to cars in leaky condition.

The matter was fully discussed, and it was:

Moved and supported that the Secretary write Mr. O. G. Fetter, and ask why the burden was placed upon the receiving road.

Committee on Grain Doors.

The Chairman of this Committee stated that he had not as yet been able to get the members together, but that he would call a meeting and report at the next regular meeting.

The matter was discussed and it was suggested that the Secretary endeavor to locate a suitable man who would be willing to handle this matter, and report to the Chairman of the Committee.

Adjourned.

X. H. CORNELL,
President pro tem.

DENVER DIVISION.

Proceedings of the Regular Monthly Meeting, held in Room 19, Union Depot Building, Denver, Colorado, 2 p. m., Friday, April 10th, 1908.

The regular meeting of the Central Association of Railroad Officers, Denver Division, was held at Room 19, Union Depot, Denver, Colorado, on Friday, April 10, 1908, at the hour of two o'clock, p. m. of said day.

Present, the following:

U. P. R. R.....	A. F. Vick Roy....	Superintendent.
C. B. & Q. R. R.....	E. E. Young.....	Superintendent.
C. B. & Q. R. R.....	Mr. Painter	Trainmaster.
C. B. & Q. R. R.....	C. B. Loomis.....	Agent.
Colo. & Sou.....	S. S. Morris.....	Superintendent.
Colo. Midland	J. C. Vining.....	Gen. Supt.
U. D. & Ry. Co.....	H. V. Hilliker.....	Superintendent.

There being no quorum present, the meeting, upon motion, duly seconded, was adjourned to the next regular meeting, to be held on Friday, May 8, 1908, at two o'clock, p. m.

A. F. VICK ROY,
Vice President.

W. E. BACKENSTO,
Secretary.

OMAHA DIVISION.

**Proceedings of the Regular Meeting of Central Association of Railroad Officers,
held at the Paxton Hotel, Wednesday, April 15th 1908.**

Meeting was called to order at 2:00 p. m. with President Nicholes in the chair.

The representation was as follows:

C. B. & Q. R. R.....	E. Bignell	Superintendent.
C. G. W. Ry.....	L. M. Shipley.....	Superintendent.
C. M. & S. P. Ry.....	Not represented.	
C. & N. W. Ry.....	C. H. Reynolds.....	Superintendent.
C. & N. W. Ry.....	F. H. Hammill.....	Superintendent.
C. & N. W. Ry.....	Mr. Boone	Trainmaster.
C. R. I. & P. Ry.....	C. W. Jones.....	Superintendent.
C. R. I. & P. Ry.....	C. L. Brown.....	Superintendent.
C. R. I. & P. Ry.....	H. S. Cable.....	Gen. Supt.
C. R. I. & P. Ry.....	D. Sullivan.....	Trainmaster Ter.
C. St. P. M. & O. Ry....	F. E. Nicholes.....	Superintendent.
Ill. Cent. R. R.....	C. B. Fletcher.....	Superintendent.
Ill. Cent. R. R.....	F. M. Jones.....	Trainmaster.
Mo. Pac. Ry.....	Not represented.	

Union Pacific R. R......Not represented.

Union Stock Yds. Co....J. H. Brady.....Superintendent.

Wabash R. R......J. E. Stumpf.....Superintendent.

C. M. Carter.....Trainmaster.

Chairman: Have we a quorum?

Secretary: We have.

President: If there are no objections to the minutes of the previous meeting as printed and sent out, they will stand approved.

No objections.

Election of Officers.

Chairman: The next thing in order of business will be the election of officers for the ensuing year, President, Vice President and Secretary.

Mr. F. M. Jones and Mr. C. H. Reynolds were duly nominated for President and vote taken by ballot. Mr. Jones was declared elected.

Chairman: I will now ask Mr. Jones, President elect, to take the chair and conduct the meeting.

Mr. Jones: I wish to thank the members for the honor conferred.

Mr. C. L. Brown and Mr. L. M. Shipley were duly nominated for Vice President and vote taken by ballot. Mr. Brown was declared elected.

J. O. Linton was chosen Secretary by acclamation.

Chairman appointed as Auditing Committee, Mr. C. H. Reynolds and F. E. Nicholes.

Communications.

Secretary read the following communications from the General Secretary.

Cincinnati, Ohio, March 17, 1908.

To all Secretaries:

At the request of the Secretary of the Interstate Commerce Commission, and with the authority of the President of this Association, Mr. J. W. Mulhern, I have arranged to supply the Interstate Commerce Commission with copies of the monthly proceedings of this Association.

Upon receipt of the request from Secretary Moseley for the printed proceedings, I asked him for what purpose he desired same and he replied in part as follows:

"The Commission is desirous of securing copies of all publications relating to transportation, upon the theory that in order to keep in touch with current railway problems, it is necessary to secure the current literature upon the subject.

It is the further object of the Commission to make its library the most complete collection of railway publications in this country.

Such publications as yours are especially desirable, because they represent a class of publications which is different and difficult to secure, especially back issues. These publications are often consulted here by members of the various railway organizations who visit the city, and in some instances the Commission has supplied duplicate issues to various organizations which have had their files destroyed by fire.

It is believed that it will be a matter of great satisfaction to these organizations to know that bound copies of their proceedings are to be found in the library of the Commission."

The above is given you at the suggestion of President Mulhern, who thought it might be well that the members should be informed that a copy of the proceedings of the Association will be on file in the office of the Interstate Commerce Commission at Washington, D. C.

Yours very truly,

O. G. Fetter,
General Secretary.

On motion this communication was received and ordered placed on record.

New Business.

Mr. J. E. Stumpf was chosen at our last meeting to prepare a paper to be read at the annual meeting on the following subject: "Carding system at junction points for classifying cars for outbound movement in order that they may be properly built up in station order in train."

This subject was brought up at this time for discussion in order that Mr. Stumpf might be informed as to views of other members on the subject.

This question was discussed at some length, from which it developed that various carding systems are in use. The merits of the system of carding from point of origin to destination, carding to territory or divisions, carding only to connecting line, using chalk for individual line and manifest carding were discussed.

No action further than the discussion was taken in the matter.

Grain Doors.

The question of handling of grain doors was brought up by the following letter.

Lincoln, Neb., March 31, 1908.

Mr. J. O. Linton, Secretary,
Central Association of Railroad Officers,
Omaha, Neb.

Dear Sir: We have experienced considerable difficulty at South Omaha regarding the proper use of grain doors, as we find that the elevators are using our doors in cars

which are consigned to points on other lines out of South Omaha.

This means that we are to a big expense for which we receive no revenue whatever. I believe we should have a Superintendents' agreement along the following line; that all roads running into South Omaha should bear their proportion of the salary of a man to keep a check of grain doors furnished by the different elevators and see that the line over which the car is consigned is made to furnish the grain doors for such a car.

We find that we are furnishing the grain doors every day, sometimes in large quantities, for cars which go over the Chicago & Great Western. This, of course, is not right, and it seems as though the employes at the elevators take no interest in the matter whatever, but use the grain doors which are the nearest at hand.

I believe this question should be brought up at the next meeting for discussion and for an agreement.

Yours truly,

E. Bignell,

Superintendent, C. B. & Q.

Mr. Bignell: This question is one of great importance and one that our company has been considering for some time. It costs thousands of dollars annually for our supply of grain doors. It seems to me that it is the general opinion of elevator men as well as railroad employes and others, that grain doors and grain boards are common property and the railroad bear the expense. I think that this Association should take such action that would eliminate this evil, therefore, I

Move, That a committee be appointed to formulate plans for the handling of grain doors whereby all railroads entering Omaha, South Omaha and Council Bluffs shall be benefited.

Other members expressed themselves as having the same experience with the disappearance of grain doors as the C. B. & Q., also of the enormous expense incurred, and hoped that some remedy might be applied. The advisability of placing a joint man at the elevators to look after this business and to be paid on a wheelage basis or to arrange with the elevators to handle this matter was suggested. However, this matter was left to the recommendations of the committee.

Mr. Bignell's motion was duly seconded and carried.

Chairman: I will appoint as this Committee: Mr. E. Bignell, Chairman, Mr. C. W. Jones, Mr. F. H. Hammill.

Moved and seconded that original motion be amended to read further: "That this Committee meet as early as possible and write each Superintendent giving their recommendations in order that each one might come to the next meeting in position to take definite action on the question."

Carried.

A vote of thanks was extended Mr. Nicholes for his service as President of the Association during the past two years.

Bills.

Bills to the amount of \$66.43 for the operating expense of the Omaha Division were passed for voucher.

There being no further business the meeting adjourned.

J. O. LINTON,
Secretary.

F. M. JONES,
President.



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THE UNIVERSITY OF CHICAGO

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